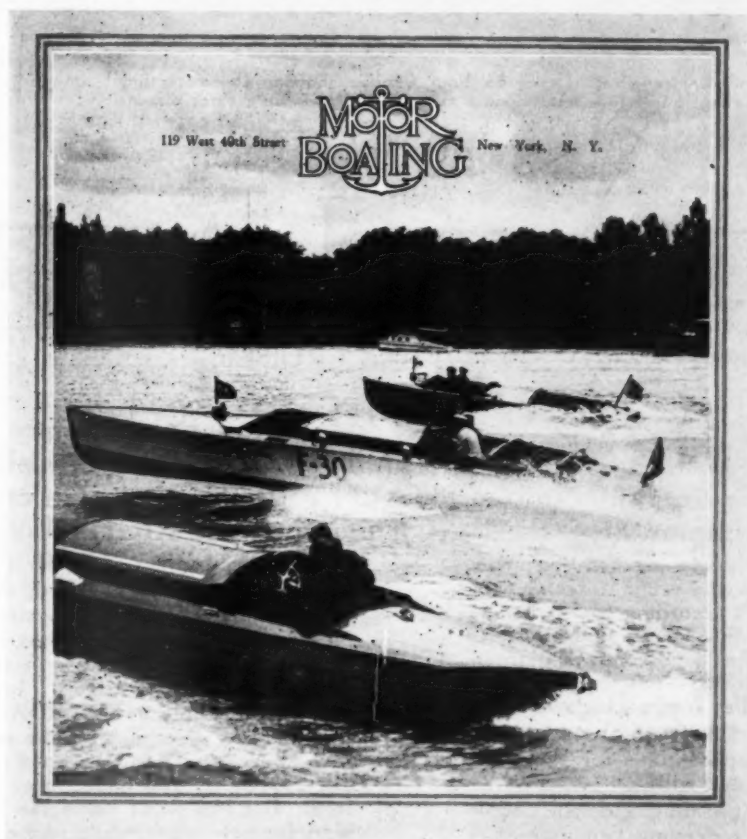


All Aboard for the Sunny South

SOON the persistent advance of cold winds and frost will drive many yachtsmen of leisure, slowly before them to the warmth of Florida. As regular as the migration of the birds, the first chill of autumn sees the beginning of the exodus. The traffic through the canals is heavy with cruisers, houseboats and kindred craft, while those who cannot go south stay behind and begin plans for winter's approach. Activities on Florida's warm waters this winter will no doubt surpass any previous year. More and more yachtsmen find it necessary to go south each winter, which means that motor boating and yachting have now become year around sports, with only a change of location to suit the rigors of the weather.

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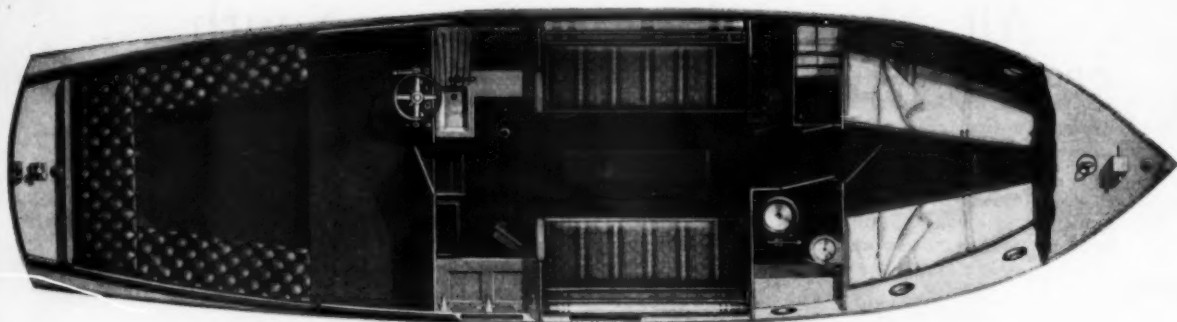
OCTOBER
1924

Number 4

A thrilling moment at Buffalo—Baby Gar IV struggling with Curtiss Wilgold and Eze S for the lead in the 100 mile Sweepstakes race.

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Plan view of New Great Lakes 36 Foot Cruiser showing the exceptional amount of room heretofore unattainable in a cruiser of even greater dimensions.

The New 36 Foot GREAT LAKES

ROUND BOTTOM CRUISER

A 45 Footer In 36 Feet

YOUR boat—**THE** boat for your family—**JUDGE** for yourself—all of your ideals combined into a **QUALITY BUILT** one man cruiser
THE time to buy—the **PRICE** is right—the **RIGHT** boat.

Not just a small cramped day boat built according to apologies—but a **real** husky, yachty cruiser built according to Hoyle. A ship of no mean dimensions, and we don't mean, may-be. As for accommodations—**TWO STATEROOMS**—not two ordinary bunks. A **real** galley for cooking **real** meals—not a sandwich counter.

Plenty of closet space too—for the preservation of frocks and frills.

And a big cockpit seating a dozen people with provisions for sleeping two more. A semi-bridge deck, another desirable.

A comfy, snug little home for the annihilation of dull care—and your joy doesn't have to be solitaire—four isn't a crowd on **this** 36 footer. Privacy and conveniences for two families on extended cruising. As snappy and distinctively beautiful as it is comfortable. **FLORIDA**—say! you couldn't beat this boat for the sunny clime. Live aboard and beat the hotel "bugaboo." See Florida as you have never seen it before. But you don't know the half of it—send for new worth-while and detailed bulletin of this new 36 foot "home afloat."

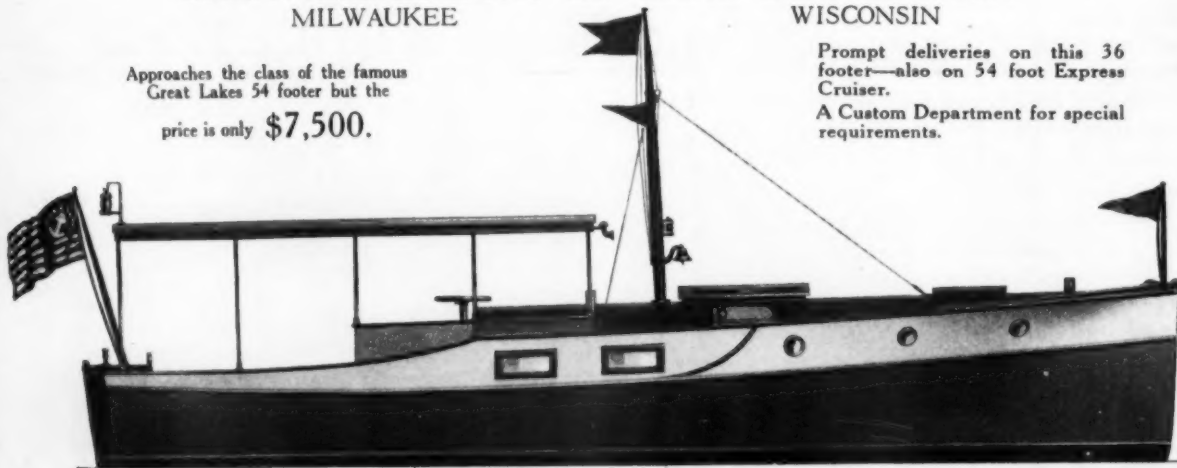
GREAT LAKES BOAT BUILDING CORPORATION
MILWAUKEE

WISCONSIN

Approaches the class of the famous Great Lakes 54 footer but the price is only \$7,500.

Prompt deliveries on this 36 footer—also on 54 foot Express Cruiser.

A Custom Department for special requirements.



Side profile of new 36 foot cruiser.

Advertising Index will be found on page 131

CHAP *Says*

THE fastest boats of the world have long been built in Detroit. This city pioneered speed on the water and has led ever since the first Miss Detroit was sent down to Manhasset Bay in 1915 to try for the Gold Cup. She won it with comparative ease, racing against Detroit built boats owned by persons living in other cities. These people had to go to Detroit for their speed craft ten years ago, and are still going there.

Miss Detroit I was a hydroplane, as were the other Miss Detroit's, which followed her up to No. 3. So was Miss America I, and that eighty mile an hour Miss America II, which won the last International race in 1921. But hydroplanes have passed on, and the more sensible displacement runabout has replaced them.

Since the first, Detroit has led with this newer type of motor boat also. Hardly a race has been chronicled anywhere without the caption "Detroit Boats Win."

Detroit's enthusiasm for speed craft has been broadcasted by every means known to communication, the press, the wire, and the air. Their race meets have resulted in benefits to the sport and industry of motor boating which can not be even estimated. The nation-wide publicity has been worth millions. The developments in hulls and engines which have resulted have been worth even more.

But it would seem that until this year, naval architects and boat builders in the rest of the world lacked the ability to turn out craft which would be worthy competitors with those from Detroit.

With two boats from New York in this year's Gold Cup race, boats which were Eastern designed, Eastern built, Eastern powered, and Eastern manned, both of which finished far ahead of Detroit's boats, it's going to be a different story in the future.

Detroit's laurels are threatened. The East has shown the world that it can build fast boats. It is the best thing for the sport that has happened since 1915 when Detroit first won the Gold Cup by beating a Detroit-built boat owned in the east.

Tens of thousands of additional people will learn of the joys of motor boating with a Gold Cup race held in New York. They will see not only the best boats which the East can build, but those from Detroit and other mid-west cities as well.



Photograph by M. Rosenfeld

W. D. Edenburn, Chairman of the Race Committee of the Detroit Yacht Club, and the Yachtsman's Association, as well as Secretary of the American Power-Boat Association. "Eddie", as Mr. Edenburn is known the world over, is about the most competent race official in this country. His supervision of the regatta details in connection with this year's Gold Cup Regatta was perfect. Over 150 boats were entered in the four days races. Eddie will also be on the Race Committee at the winter races at Miami Beach, Florida, March 20, 21, 1925.



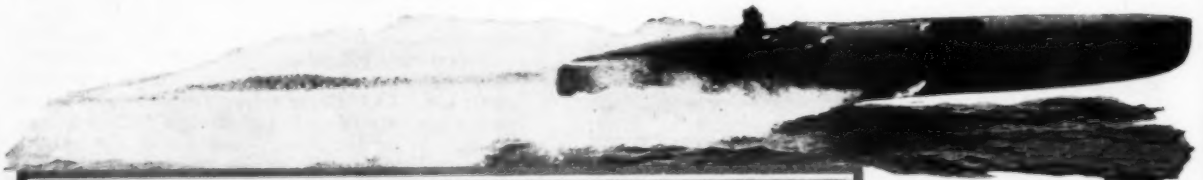


Start of Gold Cup race, Miss Columbia entered by the Columbia Yacht Club in the foreground

Eastern Boats Win

SIX of the finest boats ever built invaded Detroit late in August to make an effort to win the most famous and most coveted of all motor boating race trophies, the American Power-Boat Association Gold Challenge Cup. Detroit defended with two craft, likewise the last word in hull and motor design and construction. Naturally one of the defenders was Gar Wood with a new 26 footer, Baby America.

Four of the challengers finished ahead of the first Detroit boat. This in itself is the first time that such a thing has happened in racing history. But the Gold Cup still remains at the Detroit Yacht Club. The race will have to be run and won over again, not over a race course on water with each boat fighting over every inch of the way as they did on August 30, but in and out around the tea cups with the race moguls on the firing line. Detroit just



Boats at the Detroit Yacht Club for the Gold Cup regatta

Baby Bootlegger, owned by Caleb Bragg of New York, the most admired craft at Detroit

couldn't bear to see the Gold Cup leave its natural resting place in the Detroit Yacht Club so Rainbow IV was protested as being a hydroplane. The Detroit Committee passed on the solution of the problem as to *what is a hydroplane* to the American Power-Boat Association. Rainbow was allowed to race. She won the first heat but finished behind the winner of the other two heats. The Detroit papers, the regatta spectators, the crowd on the dock and about everybody else decided that Rainbow had won, so when Commodore Schantz announced at the Gold Cup banquet



Rainbow IV which finished first in the first heat and second in the second and third heats

at DETROIT

In Competition for the Gold Challenge Cup, Rainbow IV, Baby Bootlegger, Miss Columbia and Curtiss Wilgold Finish Ahead of Gar Wood's Baby America—Winner of Cup Not Yet Decided

that he was glad that Rainbow had won the Gold Cup, no doubt he expressed the sentiments of all Detroit. Rules or no rules it is the public which should be pleased. They saw a real race between real boats and the fact that the winner's right was questioned did not interest them. Rainbow gets the glory—few care who gets the cup. Had the Committee announced its interpretation of the rules permitting boats with stepped underbodies to compete, far in advance as they should have instead of at the eleventh hour, the race would have been limited to one or two starters.

(Continued on page 118)



Smiling Geo. F. Crouch, designer of the first three boats to finish



Miss Columbia, owned by members of the Columbia Yacht Club, which won the second heat and set up a new world's speed record of 46.8 miles an hour for 30 miles in the Gold Cup class



Adastra lying at anchor at Fowey, a quaint Cornish town that resembles Dartmouth



Old machine shop in Polruan Cove, Fowey Harbor

Headlands and Harbors

Good Weather Follows Adastra Along The Beautiful Coast of Devonshire, But Leaves Her Temporarily in Cornwall — A Brush with One of The Famous Terns

By Alfred F. Loomis

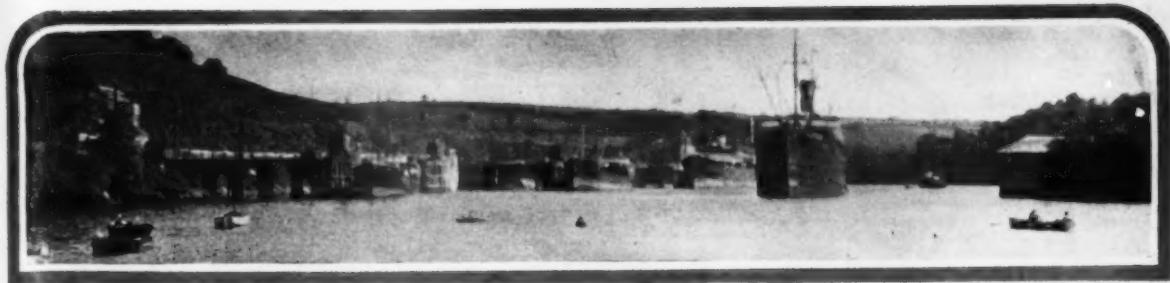
Alfred Loomis is cruising aboard his yawl in foreign waters, writing an account of his adventures for *MoToR BoatinG*. This is his third article and, if anything, is even more interesting than the two previous ones. In November *MoToR BoatinG* another of Mr. Loomis' interesting cruise articles will appear.

BARKHAM (the paid hand on our chartered yawl *Adastra*) tells Mrs. Loomis and me that there are 179 wrecks between Portland Bill and the Lizard, and I am still savage enough, after five years of peace, to feel my blood getting warm. One hundred and seventy-nine British, American, and neutral ships lying at the bottom of the Channel, the bones of ten times as many valiant seamen whitening in them — and the modern school of international apologists wondering who owes what!

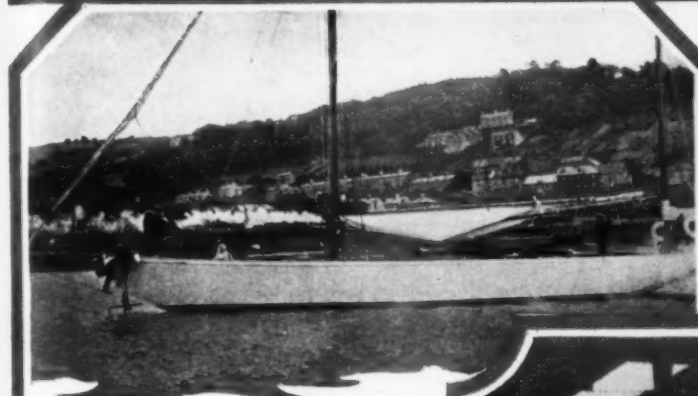
However, this is not a chapter on world politics, and I shall get on with the story of *Adastra's* cruise under Ameri-

can colors as soon as I have told what the aftermath of German sea warfare means to the Brixham trawlers. It was in Brixham, an ancient fishing port of Devon, that P. L. and I passed the third night of our cruise, and when we turned out in the morning it was to see the harbor half filled with the sturdy fishing craft of the district.

Fishing is a hard life. Barkham tells me many things, but he doesn't have to tell me that. A Brixham ketch is eighty or ninety feet in length and her sails and nets are heavy. Yet she is manned by only three men — a captain and two lesser shareholders. Putting out from Brixham,

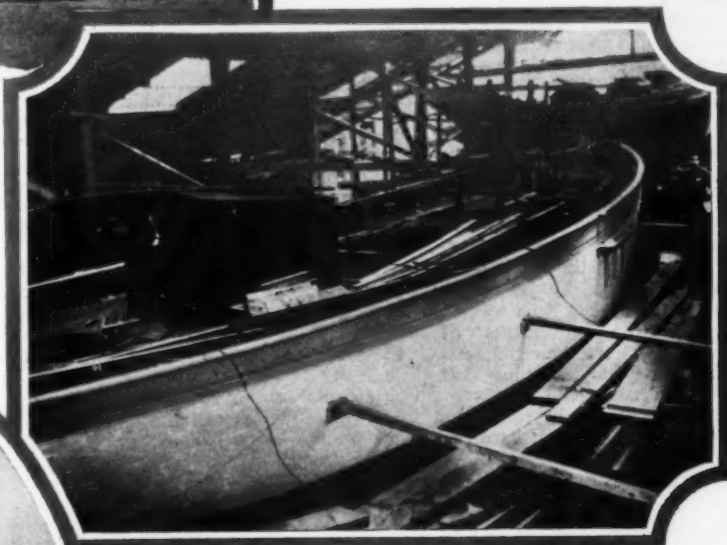


Big freighters nose up the river at Fowey and when they are past the shoaler water of the yacht anchorage, lie to wharves on the west bank



A fellow yachtsman getting under way, with the town of Kingswear in the background

these three cruise from two to three weeks, each hand standing nine hours at a stretch, with the captain breaking in for two-hour watches and continuously on call for emergencies.



The hull of Tern IV, a flush-deck yawl building at Philip's yard from Mr. Worth's design



A Swedish four-masted lumber schooner unloading at the wharf in Torquay, the terraced hills of the town rising beyond

yet it happens too often in fishing in the fog, when landmarks are effaced, that the net, dragging along the bottom, goes afoul of the Germans' handiwork. The wreck's davits or the jagged edges of the pitiable hole in her invisible side entangle the net and the day's catch is lost. Worse, the net is ruined, and that means another ninety pounds out of the owner's pocket.

Last winter a trawler remained out eight weeks, cruising from Portland Bill around Land's End and up into the Bristol Channel. Time after time the hundreds of yards of empty net were hauled laboriously in. Day after day it was necessary to thaw the blocks and sheets with boiling water before the sails could be trimmed to the shifting storms. At last, weary and discouraged, her crew of three headed back to Brixham, and realized three pounds a man for their catch of fish. Out of that nine pounds, or \$40, they had to pay for \$15 worth of packing ice and feed themselves and their families ashore for two months.

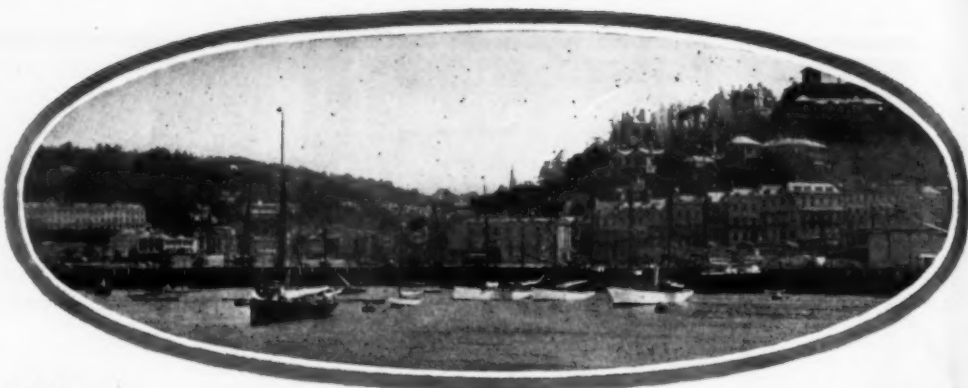
That is fisherman's luck. When there is the added hazard of a fishing ground befouled with wrecks, fishing becomes an occupation for stoics. And that is what the Brixham men are. The older of them may look like Foxy Granpa

th their fringe
f snow-white
in whiskers and
heir apple-red
omplexions, but
hey have the
stuff, and they
would continue to
fish if all the lost
shipping of the
world tore at
their nets.

Going ashore
after breakfast,
P. L. and I took
bus and tram to
Torquay in order
to get our mail
and to see what sort of harbor
we had missed by lying in
Brixham. As to the mail,
there was a letter from the
nurse at Southhampton which
brought good news of our
temporarily abandoned child;
and as to the harbor, it was
amply protected by a break-
water and comfortably filled
with yachts of every class.
The town of Torquay, rising
in green terraces from the
water's edge, looked down on
such a harbor scene as you
will see in Newport in the
yachting season. With these
things accomplished, P. L. and
I dropped in at a restaurant
that attracted us by a sign
reading "Delicious American
Coffee."

And that reminds me that in
glancing through the pages
that have already been written
around the movements of
Adastra, I have noticed a seri-
ous omission. Nothing has
yet been said about what we ate or did not eat. This is a
fault which must be rectified at once. Since the start of the
cruise we have eaten bacon and eggs for breakfast, fish for
lunch, and for dinner one of the easily fried meats
that can be purchased at (Continued on page 106)

Kingswear Castle on the east
bank of the River Dart. In
olden war times a chain ex-
tended across the river from
castle to castle

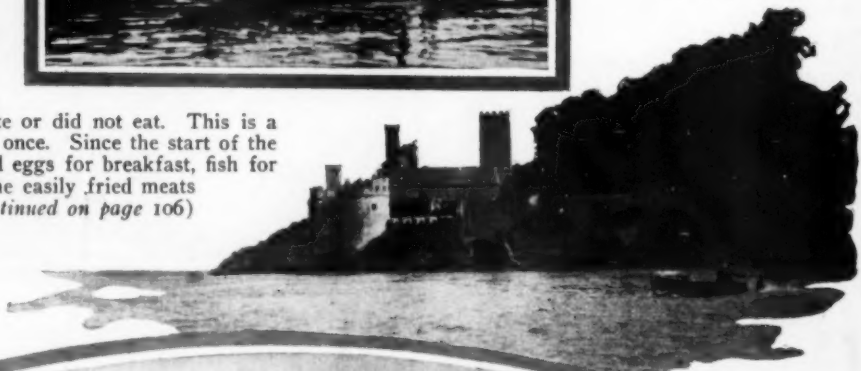


*Torquay is a favorite ren-
dezvous, both of yachtsmen,
and of rich benighted
tourists*



*Tern III, a compromise
stern cutter formerly owned
by Claude Worth, lying at
Dartmouth*

*Looking seaward toward
Dartmouth Castle and St.
Petrox Church that com-
mand the western side of
Dartmouth entrance*





Start of the Chriscraft race, the most spectacular of the Detroit Regatta. That the Chriscraft is a real as well as a popular boat is proven by the fact that over 50 have been built and sold during the past year. About 20 competed in the Detroit races

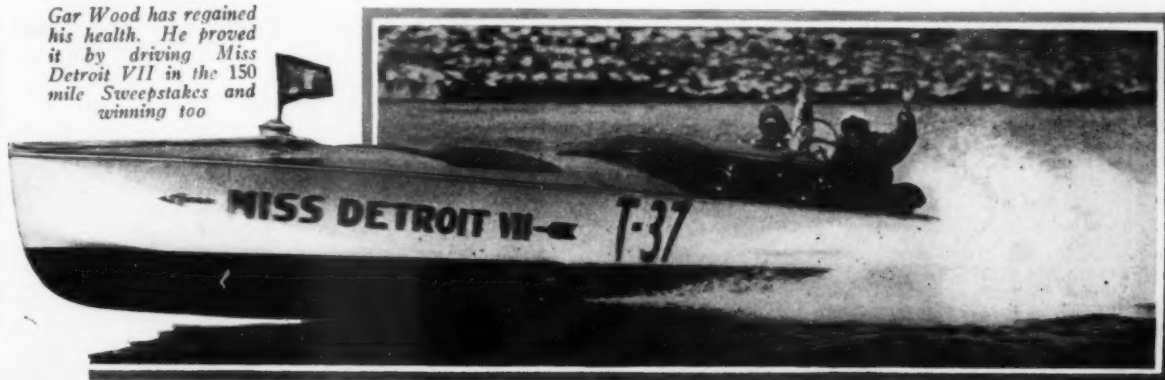
EDDIE and HIS GANG Run *Some* Races

*Detroit's Annual Motor Boat Regatta Attracts Over One
Hundred Entries—Next Year's Event May Be
Held in New York*

WITH the passing away of the Gold Cup from Detroit shores, the location of next year's Annual Regatta largely depends upon to whom the Gold Cup is awarded. In the past the major racing events have all been held at the same place and time as the competition for the Gold Cup. But Detroit has held this trophy so long and the magnitude of the regattas has been so developed by the Race Committees of the Detroit Yacht Club under the leadership of Frederick R. Still and W. D. Edenburn

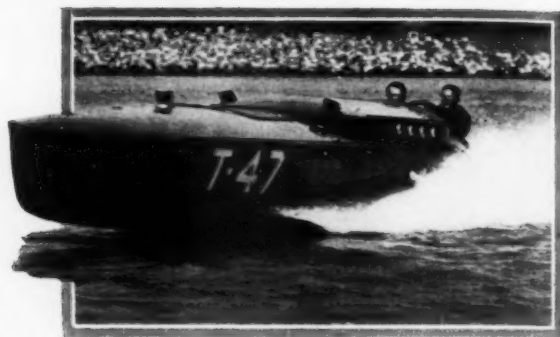
that the Gold Cup race is no longer the only one of importance. Now, feature race follows feature race so fast that it will be hard to visualize Detroit without a motor boat regatta next year. At Detroit the Gold Cup regatta has become quite as important and fully as much of an event for motor craft of the whole country as the Race weeks at Larchmont, Marblehead, New Bedford, and elsewhere always have been for sailing yachts. But irrespective of what is to happen in the matter of future races the fact

Gar Wood has regained his health. He proved it by driving Miss Detroit VII in the 150 mile Sweepstakes and winning too





Horace Dodge of the Dodge Watercar fame with one of his crew. Mr. Dodge had six boats in the races



Baby Delphine, owned by Horace Dodge, which ran third in the 150 mile Sweepstakes race until a dislocated fuel tank put her out of the running. Baby Delphine was driven by Paul Strasburg and William Martin

remains that the 1924 regatta was of huge proportions and exceeded anything which has ever happened anywhere in the past.

Elaborate preparations were made this year by W. D. Edensburn, Chairman of the Race Committee of the Detroit Yacht Club, and his assistants, Otto F. Barthel, H. B. Gunnison, Dr. A. R. Hackett and E. V. Rippingille. As usual J. Lee Barrett as Chairman of the entertainment committee and Secretary of the Yachtsman's Association of America took care of the visiting ladies and yachtsmen. The Indianapolis Speedway timing system again was used, making it possible to accurately time the competing boats down to .002 of a second. Odis A. Porter of Indianapolis was official timer assisted by Chester S. Ricker, director of timing and scoring at the Indianapolis races, and T. E. Myers, the Speedway's secretary and treasurer. Captain W. S. Gilbreath, long associated with the Gold Cup Regatta, was starter and H. J. Brackman acted as his assistant.

One point in particular in connection with the races should be mentioned on account of its thoroughness and that is the patrolling of the course under the direction of Stanley Morgan and his many assistants each in charge of a Belle Isle Bear Cat or Hacker Dolphin model runabout. At no time during the races was there any interference from spectators' boats, or commercial traffic.

The races scheduled included besides the Gold Cup event, which is de-



Baby Horace, another of Horace Dodge's racing craft



Cigarette, Jr., owned and driven by L. Gordon Hamersley of New York City, finished second in the Sweepstakes

scribed elsewhere in this issue, the annual Sallan Trophy race for cruisers, which, by the way, was run this year without a protest, the races for the De Roy and Connolly Trophies, the Junior Gold Cup race for the Greening-Duff Trophy, a Christcraft race (the prettiest event of the whole regatta), a spirited race between a couple of dozen craft equipped with outboard motors, and then the grand climax of the entire race meet, the 150 mile Sweepstakes, run on Labor Day. Of course the usual chance race was held for the Miller Trophy, this race being open to anything that floats and attracted some thirty starters of all sizes, types, speed, and description.

The Junior Gold Cup



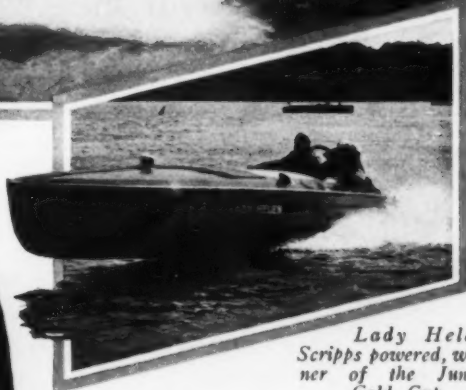
The runabouts have a close race



The Y. A. A. Race Committee, Commodores Eagan, Barthel, Sorensen, Clark, and Mr. Edenburn, Chairman

race for the Greening-Duff Trophy was the first event on the program. This is a new race for a perpetual trophy, and the indications are that it is to be a very popular class in the future. This

Start of the 150 mile Sweepstakes race at Detroit on Labor Day. From bottom to top: Nine-Ninety-Nine, owned by Edsel Ford, Baby America Too, Cigarette, Jr., Miss Detroit VII, and Chairman Edenburn pacing the boats around for the first lap



Lady Helen, Scripps powered, winner of the Junior Gold Cup

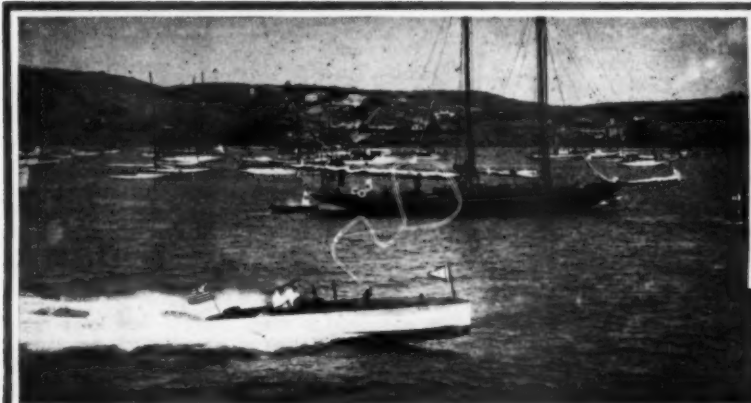
race is open to smaller craft than have raced in Detroit regattas of the past. It is planned as an attempt to interest more boys in racing as well as those who do not care to go in for such an expensive and fast boat as is necessary to race for the Gold Cup. The Junior Gold Cup class is open to displacement craft of over 21 feet in length powered with marine motors of not over (Continued on page 96)





Start of a race for the San Francisco perpetual challenge cup for R class sloops. The defender was Debra, owned by Vice-Commodore Ben P. Weston of the California Yacht Club, and Lady Gay sailed by Arthur F. Rousseau, was the challenger. Debra won the race and the official championship for 1924

Activities on the PACIFIC COAST

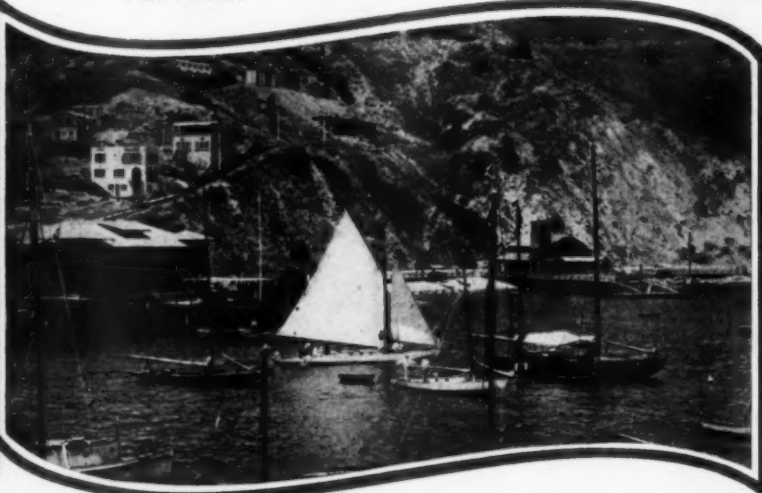


Commodore and Mrs. Herbert L. Cornish of the California Yacht Club were hosts to the throngs of visiting yachtsmen in Los Angeles harbor, during the combined regatta of the Pacific Coast and Southern California Yachting Associations



Commodore and Mrs. Shirley E. Meserve of the Newport Harbor Yacht Club attended the regatta at the head of a large fleet from their club

Competition was keen in the 610 cubic inch class. Foggy, owned by George Kettenberg, was the winner, defeating Seldrade, owned by Charles Johnson



The new building and anchorage of the Catalina Yacht Club at Avalon was the base for a three day regatta arranged by D. M. Callis of Long Beach. The mountain beauties at Avalon make it a center of attraction for the Pacific Yachting fleets

Beneath the SOUTHERN CROSS

By Van Campen Heilner

Part II

Photographs by the Author and John B. Drake, Jr.

The adventure cruise story which began in the last issue of MoToR BoatinG described the beginning of a long voyage to the West Indies from Atlantic City by Van Campen Heilner and his crew, aboard the 47-foot motor boat Nepenthe II. The description last month carried them down the Atlantic coast in the midst of a winter gale to Miami, where a stop was made for provisions and repainting. From there a jump to Nassau, the first stop in the Bahama Islands was made and the beginning of the real interesting part of the journey recorded. In this chapter the journey is continued through the Bahama Islands group with stops at numerous interesting points.

WE loaded up with gas and water. From here to Haiti we had our seven hundred mile jump without gas stations, so we carried extra cases on deck. Every available foot was taken up with gas cans; the pilot house, the decks, the cockpit. As rapidly as we used the gas we would pour in more from the cans and throw them overboard.

We left Nassau at last and after a long day's run made Farmers' Key, a tiny islet way off to the southward. We went ashore in the canoe in quest of fresh eggs, seven of which we found. Our offer to pay in U. S. coin was refused until one old man came forward and assured the owner of the hens that the money was good. We were the first boat in there in over six months, and that one had been but a sponger. When we told them we had left Nassau that morning they expressed great astonishment as it took them from three to four days to make it in their boats.

The islands we were now traversing were higher than any seen previously. One instantly notices the change in land elevation when crossing from the Florida shore to the western Bahamas. The land seemed to be grad-

ually rising the further south we went. These keys were sparsely inhabited, in the main slightly wooded, and surrounded by jade green seas. At times we came across isolated rocks, several acres in extent, against which the sea would be dashing its foamy fingers. They were the worst charted waters we have ever experienced. In some



Los Coralles, a desert island of the sea, contained nothing but a stone cairn for catching rain water, used by ships in case of emergency

Jack, Billy R., and Billy D., who with the author composed the crew of Nepenthe II on her adventurous voyage



The ladies do all the road repairing among the out islands of the Bahamas



The schoolmaster at Fortune Island insisted on piloting us through the reef



The boys went ashore in our little sponson canoe in search of eggs

Nepenthe II at anchor off Albert Town with a mountain of salt in the foreground



places the charts would be covered with a vast multitude of soundings, so close together that one could scarcely tell where one number commenced and the other ended. In other places there would be no soundings at all. And to think that these islands were the first land discovered in the New World! It gave us a great thrill when we thought that we were sailing the very seas Columbus sailed, and sighting the very same islands. Once we nearly ran on a great frange of coral which protruded from the sea like the fingers of a hand. Had we run on it at night we would have ripped our craft wide open from stem to stern.

Our next stop was Boat Harbor on the northern tip of Long Island, a lovely quiet anchorage in a deep narrow channel of greenish blue lying between two reefs. It was an isolated lonely shore. We caught a barracuda that night casting from the stern with a bass rod and tarporeno. Then on through a very heavy sea whipped by strong easterly winds to Fortune Island and Albert Town Road. So rough was it that we smashed fourteen phonograph records, which saddened us all.

Although Albert Town was an open roadstead, a pilot sculled out to us, whose services we refused. Amidst some none too complimentary remarks from that worthy we slipped in behind the reef and came to anchor.

Fortune Island, like all the other Bahamas we touched at, was gradually going backwards. Its salt business was dead, its commerce practically *nil*. Before the war the Atlas Line, a subsidiary of the Hamburg American, used to stop there to pick up stevedore labor for discharging cargoes in South and Central American ports, dropping the crew on the homeward voyage. But with the war, the Hamburg American line passed from the lanes of commerce and the inhabitants have to be content with watching the distant smoke of the freighters bound down the Windward Passage.

We called on the Commissioner at the Residency but he was absent. His wife and three children welcomed us, however. They had been there but four months and expected to stay five years, as that is the term which a Commissioner must serve at each post. Exile it seemed to us.

We were the first outside boat to stop at Fortune in two years, the last being

Our progress through the Bahamas was a constant round of music and good spirits



a British engineer from Nassau. The people hated to have us leave and we hated to go; we seemed so much in their lives, a breath from the outside world.

Southward once more in a rolling white capped sea, past Aklin Island, past Castle Island Light, standing alone on a verdant isle in a sea of emerald. And then southeastward across the deeper blue of many fathoms.

We then came to a place we shall long remember. Months before when I had peered intently at the charts in the New York Yacht Club, I had seen it, noticed it on account of its peculiar shape, and wondered if, should the necessity arise, we could gain its shelter. Hogsty Reef or Los Corrales lies lonely and windswept in a desert of wind and waves. It is a great fringe of reef shaped like a horseshoe, its open end to the westward. In depth it is about two miles and the rim of the horseshoe is a constant line of foaming surf breaking on the great coral heads. On each tip of the shoe is a small sandy key, devoid of all vegetation. We anchored in the lee of N. W. Key but the ground swell was heavy and we rolled badly. It was necessary to bridle the boat with two anchors so that she might ride

The Commissioners of the various islands showed us every courtesy



The Skipper becomes godfather to one of the youngest Fortune Islanders



easier. We tried running up into the horseshoe but here the wash from the reef was worse than the swell, so we went back to our first anchorage.

We lay at Hogsty for two days. The wind shifted and blew a living gale from the southeast, and as we were running short of gas we did not wish to buck head seas any more than was necessary. Meanwhile we went exploring. On the eastern tip of the reef lay a schooner, high and dry, and on N. W. Key we discovered where the shipwrecked men had cached their belongings and built a fire—recently it seemed. On one end of the Key stood a small cairn, built of brick, which was grooved to catch rain water. The rain struck the cairn, ran down the grooved sides and into a stone well at the bottom. We tasted (Continued on page 130)



The salt ponds of the Bahamas formerly formed a big item of commerce. Lot's wife was probably buried here



BABY GAR IV Wins Fisher-Allison Race

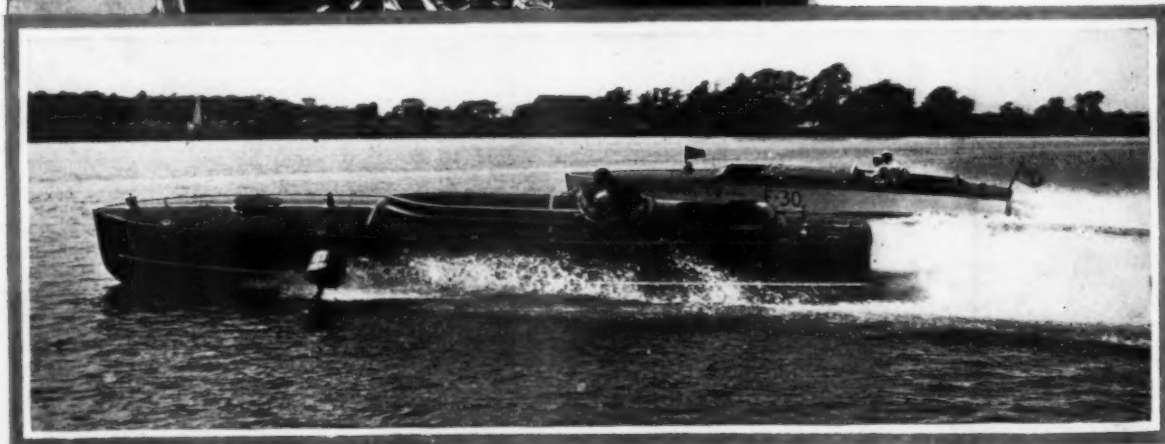
The Circuit Riders attend the Buffalo Races. Left to right: Phil Wood, Ira Hand, Commodore Thorner, Wilbur Young, Geo. Hall, Arthur Utz, Humphrey Birge, Chas. Hall, F. G. Erickson, Andrew Patterson, E. M. Gregory



Gar Wood with Real Gentleman's Runabout Takes Famous Trophy for First Time — Buffalo with Assistance of Circuit Riders Stages Successful Regatta

GAR WOOD has long wished to win a leg on the Fisher-Allison Gold Trophy. It's about the only trophy in existence at the present moment either in this country or abroad which Commodore Wood has not won. He almost had it in 1922 but after a year's dispute it was decided that his boat was not eligible and so the trophy again passed beyond his grasp. But when it was announced that another race would be held for

At the left: Gar Wood and his mechanic drive the first heat dressed in evening clothes to prove they have a gentleman's runabout



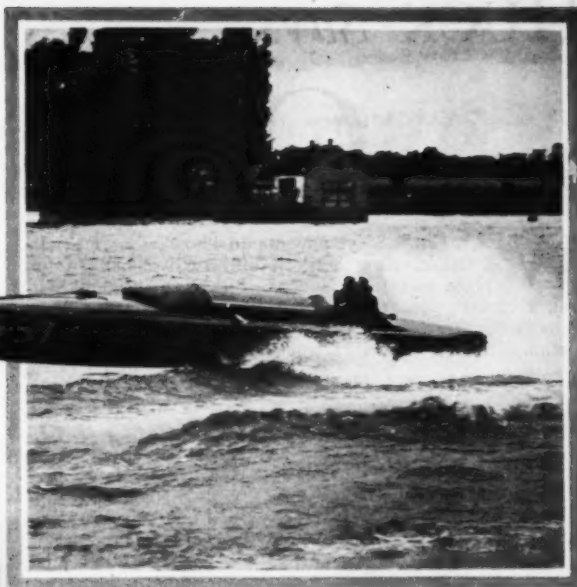
Rainbow leading Baby Gar IV around one of the turns at the Buffalo Races for the Fisher-Allison Trophy

the Fisher-Allison Trophy this summer at Buffalo, Commodore Wood immediately became busy designing and building a craft that not only would qualify but would win. And like most everything he sets out to do, he succeeded. Now the Fisher Trophy is his until another challenge is received which will probably be made in time for a race this winter at Miami.

Baby Gar IV, the winner, is a 33 footer designed and built by Gar Wood himself. She is in every sense a real gentleman's runabout and went the three heats of 50 miles each without repairs or adjustments of any kind, except refuelling. She is powered with a 12 cylinder Wood-Liberty motor, reduced in piston displacement from 1650 inches to about 1060 cubic inches in order to come within the class requirements of 1075 inches.

Racing against Baby Gar IV were Rainbow I and Nick Nack, the former owned by Commodore S. B. Eagan and the latter by Commodore Humphrey Birge, both of Buffalo. Rainbow is the original winner of the first Fisher-Allison race held in Detroit in 1920. Rainbow also raced for the same trophy at Miami in 1921

Bess, owned by C. C. Meier, a hydroplane entered in the Leary Trophy Race



Curtiss Wilgold, owned by Jack Williams of Buffalo, which did a five-mile lap in the Sweepstakes Race at a speed of better than fifty miles per hour



Commodore S. B. Eagan with his son Sylvester, Jr., in the cockpit of Rainbow

and at Buffalo during the summer of the same year. This year's race was her fourth try for the cup. She has the original power plant, a 6 cylinder Sterling and in appearance and upkeep her many years of racing seems only to have improved her. Rainbow this year is as fast if not faster than ever before. In the race she logged lap after lap with clock like regularity finishing a close second in all 3 heats, being beaten only because she was racing against a new craft with considerable more power.

The third entrant, Nick Nack, also has competed in sev-

eral Fisher-Allison races, being the winner in the race at Hamilton, Ontario, in 1922. In addition to the three heats for the Fisher-Allison trophy, (Continued on page 86)

The old reliable Nick Nack, owned by Commodore Humphrey Birge of Buffalo, turning the lower mark of the Niagara River course



HUCK Says

CHAP He Picks

WELL Chap, if you wants to know what I thinks, I thinks New York it aint such a helluva fine place to cruise. Before I gets so intimate with you, I cruises decent places like down in Maine or New-foundland where they is large open spaces and a man is a man. In them days I lays courses and I squints through

the fog and I steers hours at a time and I works for my fun. Now since I gets contaminated with you and your speed boat boys, I gets me a quartermaster and I lays on my ear and I says, lazy-like, "Eddie take her to Manhasset Bay," and then I goes to sleep or starts reading the interesting part of MoToR BoatinG, the advertisement. The trips, they requires about as much intelligence as taking a ride in a taxicab

and if I keeps up this kind of a life much longer, I forgets what you uses a compass for and I thinks a pelorous, it is a kind of fish. In them days, the only beauties I sees, they is the beauties of nature; the only drinks I drinks is milk and when I wants exercise, I goes ashore and climbs a mountain and when I gets to the top, I finds I has a soul. Now them pursuits, they is all changed. Now I gets a cramp in my neck trying to lamp all the bathing beauties in one piece suits what is fringing all the shores and decorating all the yachts, I drinks ginger ale with two pieces of ice in it and I gets my exercise pushing some dame through a crowd of heavy-foots to the tune of "Red Hot Mama."

Down here, everytime you goes out of port, you gets the once-over from one of them yachts what Mr. Volstead is running. Off'n Block Island, a periscope it nearly tickled our bottom trying to peak in and spot that flask of brandy I carries in the medicine chest in case somebody gets drowned, but this dry submarine, it passes on. I guess they decides we looks respectable. I doesn't doubt but what in a few years they passes laws so we has to have a permit when we takes a bath.

A few days after we escapes these dangers, we tries to go through Hell Gate. The feller what named it, he knew what he was doing. I goes through a number of times but I finds that no matter how much you studies the tide table, that daylight saving or something it interferes and the current, it is always running the wrong way. We gets into it and Kex she nearly stands still for a half an hour while a large flock of barges, they comes whizzing by you in the opposite direction. They is too busy to answer your whistle and you doesn't know that they is going



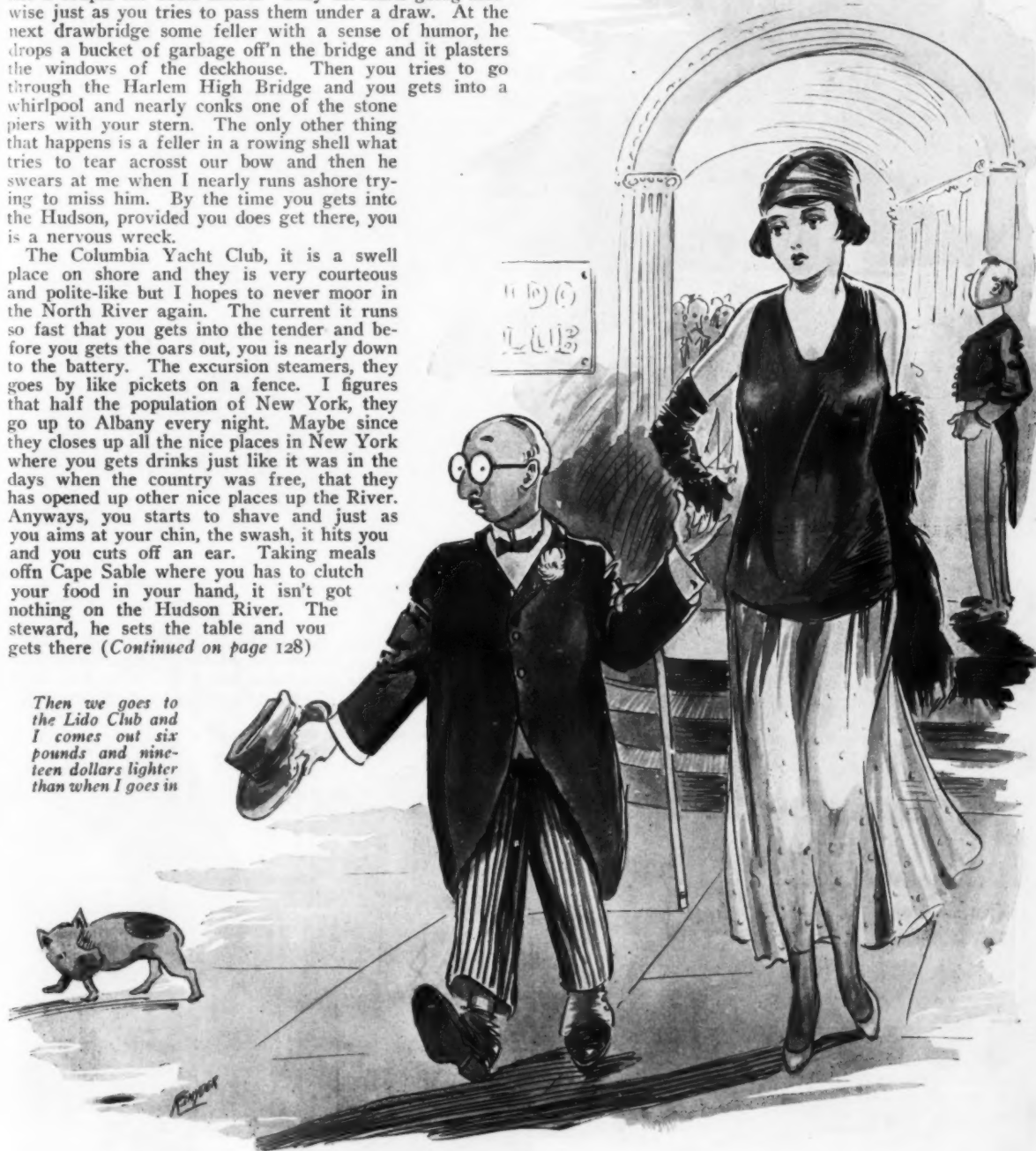
Now I gets a cramp in my neck trying to lamp all the bathing beauties in one piece suits what is fringing all the shores and decorating all the yachts

Me Out a Mooring

by on that side until they does or they doesn't. Then we turns into the Harlem River. I am surprised they doesn't name it after the Gate. It is so crooked you has a rear end collision with yourself if you doesn't watch out. Just after you misses a feller towing a log all over the river, you goes around a bend where they is a bridge and you meets a coupla tow boats having a race. Each towboat, it has a coupla car floats astern. They all starts going side-wise just as you tries to pass them under a draw. At the next drawbridge some feller with a sense of humor, he drops a bucket of garbage off'n the bridge and it plasters the windows of the deckhouse. Then you tries to go through the Harlem High Bridge and you gets into a whirlpool and nearly conks one of the stone piers with your stern. The only other thing that happens is a feller in a rowing shell what tries to tear across our bow and then he swears at me when I nearly runs ashore trying to miss him. By the time you gets into the Hudson, provided you does get there, you is a nervous wreck.

The Columbia Yacht Club, it is a swell place on shore and they is very courteous and polite-like but I hopes to never moor in the North River again. The current it runs so fast that you gets into the tender and before you gets the oars out, you is nearly down to the battery. The excursion steamers, they goes by like pickets on a fence. I figures that half the population of New York, they go up to Albany every night. Maybe since they closes up all the nice places in New York where you gets drinks just like it was in the days when the country was free, that they has opened up other nice places up the River. Anyways, you starts to shave and just as you aims at your chin, the swash, it hits you and you cuts off an ear. Taking meals off'n Cape Sable where you has to clutch your food in your hand, it isn't got nothing on the Hudson River. The steward, he sets the table and you gets there (Continued on page 128)

Then we goes to the Lido Club and I comes out six pounds and nineteen dollars lighter than when I goes in





Ee-Ne-Mo, the little hydroplane which made a fine run in the first heat but was unfortunate in the third. She finished second on points

Miss Meadowmere by winning the second and third heat with a total of 400 points won the class for 151 cubic inch hydroplanes

Below, Mr. and Mrs. J. C. Beard who came from Washington to take part in the races



Great Doings in New York

GREAT enthusiasm prevailed on Jamaica Bay during the two day race meet in August arranged by the Yacht Racing Association of Jamaica Bay, and conducted by the Rockaway Park Yacht Club. Events and prizes a plenty had been provided to keep the hosts of competitors properly keyed up. A beginning in speed boat racing was made a year ago but there were only very few

present for the races, and provided the crowds of spectators with thrills to reward them for having come to the contests.

Active committees had started to work away back in the early summer and the success of the regatta stands as a memorial to their strenuous labors. Classes had been arranged for the 151 cubic inch (Continued on page 132)



The start of the 340 cubic inch runabout class was exciting as all the boats were well bunched



G. T. White and his new Broadway Gal, from which much was expected

hydroplanes in the section suitable for racing under the rules of the Mississippi Valley Power Boat Association. Since then, however, numerous new and interesting little boats have been built. Many of these were

WOOD and GREENING

Finish Last

Races for Boats Powered with Outboard Motors Attract Twenty-Two Starters

Gar Wood and Harry Greening entered Greenwood powered with three Johnson motors. As they ran out of gas and thus finished last, they will confine their activities hereafter to single powered racing craft



An Evinrude powered craft which showed good speed

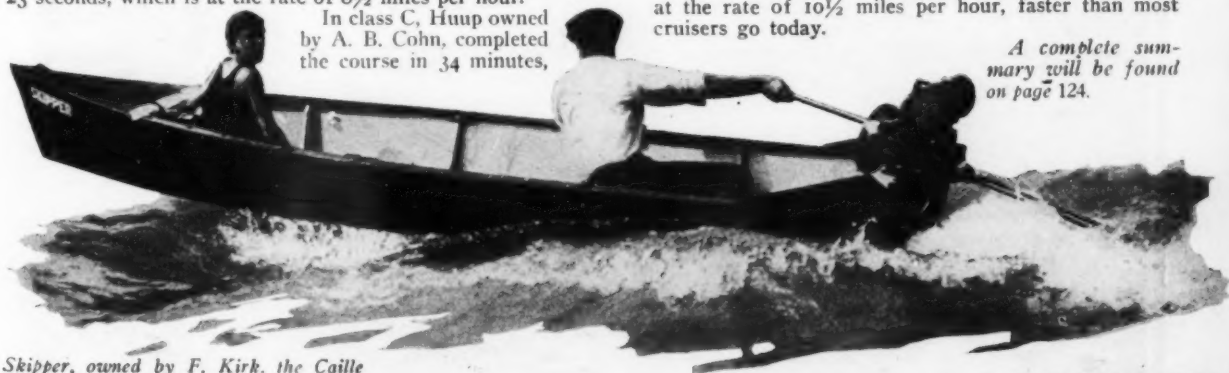
ONE of the events at the Detroit Regatta which proved the most interesting was a six mile race for boats powered with outboard motors. Twenty-two craft crossed the starting line. They were divided into three classes according to the piston displacement of their motors as follows: Class A, 12 cubic inches and under; class B, 12 to 17 cubic inches; class C, 17 cubic inches and above.

Class A was won by Long Green, owned by W. R. Doak, and powered with a Johnson motor. Her time for six miles was 43 minutes, 18 seconds. Class B was won by Skipper, a Caille powered boat, owned by F. Kirk, which did the six miles in the remarkable time of 42 minutes, 23 seconds, which is at the rate of $8\frac{1}{2}$ miles per hour.

In class C, Huup owned by A. B. Cohn, completed the course in 34 minutes,

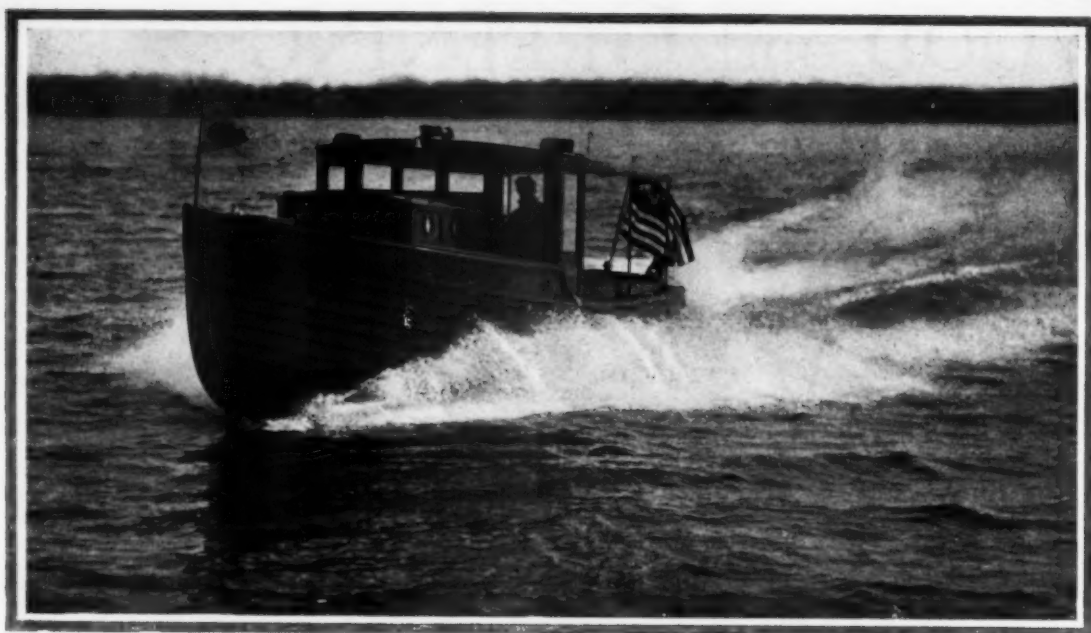
5 seconds, and took first prize. Huup is equipped with a twin Evinrude, and her speed for the distance was at the rate of $10\frac{1}{2}$ miles per hour, faster than most cruisers go today.

A complete summary will be found on page 124.



Skipper, owned by F. Kirk, the Caille powered boat which won in Class B. Her time for six miles was 42 minutes, 23 seconds

Photographs by M. Rosenfeld



An adaptation of the Sea Skiff hull to yacht purposes. This 30-footer built by the Red Bank Yacht Works and fitted with a 200 h.p. Hall-Scott engine does 28 miles



The Boats of

The Seabright Skiff Developed from a Craft in About a Year's Time — Necessity More Important Than a

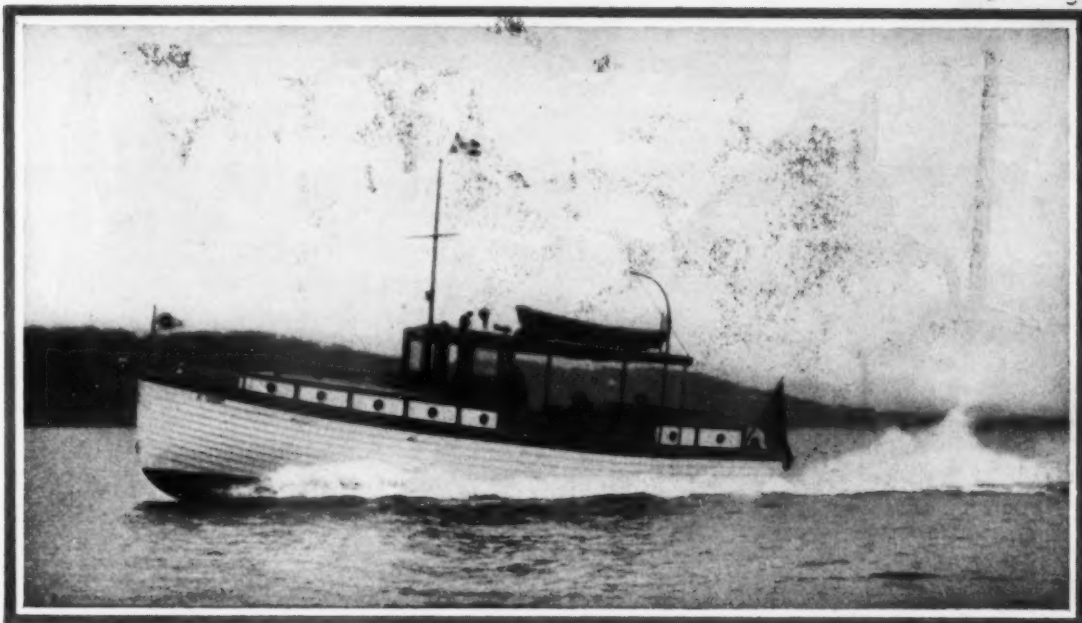
By Henry

THE story of the Jersey sea skiff is a romance of motor boating. In the short space of five years a new school of motor boat construction has evolved a new and practical type of speed hull. This has come to pass in a new center of motor boat activity apart from the industry and its corps of acknowledged specialists. The locale of the new school comprises the shores of New Jer-

sey and Long Island. Here a few years ago the Seabright dory, sire of the Jersey sea skiff, held sway. Speed above ten miles per hour was almost unknown save in runabouts and express cruisers. Today all is changed. Boats that only go ten miles per hour are almost as rare in those parts as fast ones were in other days. And the Jersey sea skiff is the prevailing type.



A little 26-foot Sea Skiff powered with a Scripps 4-cylinder engine which does about 17 miles an hour



A larger cruiser, 40 feet in length, of the bridge deck type. One of the most recent adaptations of the Sea Skiff hull to pleasure purposes

the Rum-Runners

Rowing Dory to a Mile a Minute
Cities of Speed and Freedom from Pub-
Knowledge of Naval Architecture

Clay Foster

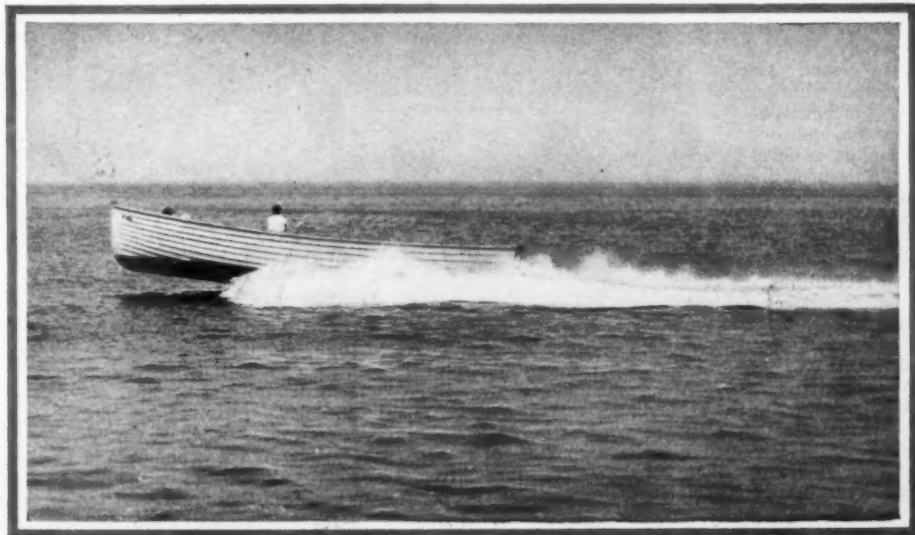


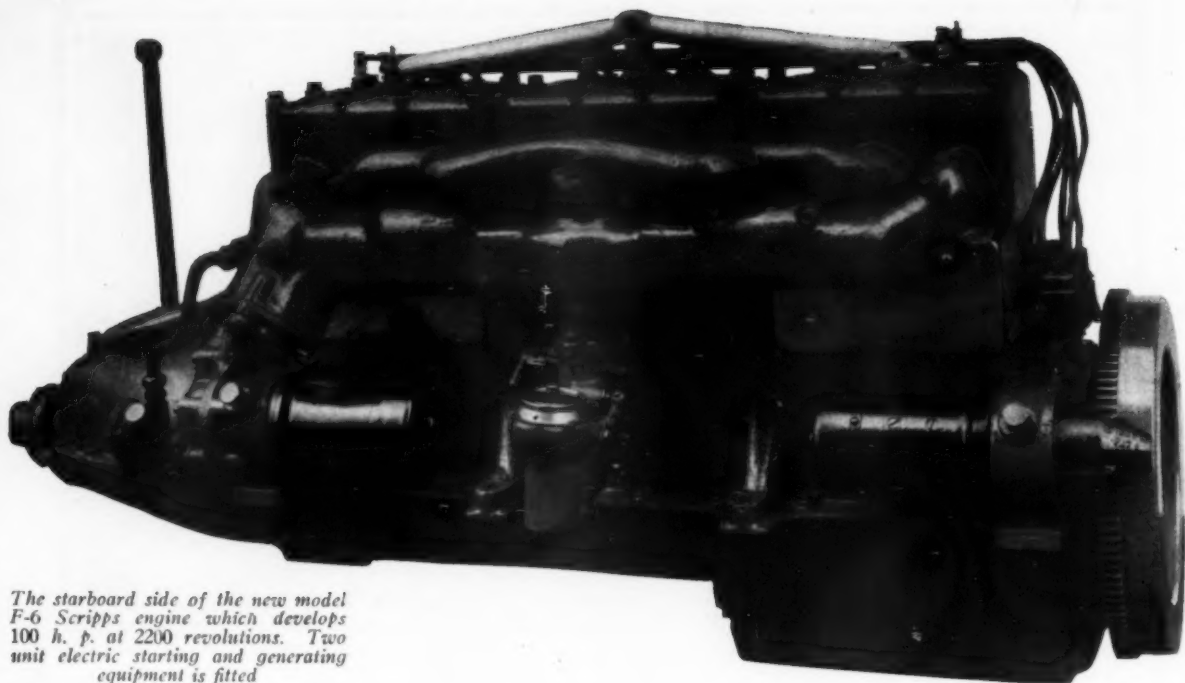
The beginnings of this development were economic. There was a demand. That demand was the illicit liquor traffic. It was the mire, if you please, out of which the flower grew. The requirements of the rum-runner started the evolution of the fast sea skiff, but the type soon became so popular among sportsmen and boatmen in general that the smuggler was soon overshadowed. The fact re-

mains, however, and is acknowledged by veteran boatmen in those parts that the boats of smugglers were the models. This article has no bearing on the question of Prohibition or its enforcement. It is merely a report of what actually took place in the field of motor boating and upon the development of a fast rugged hull that has come to stay, regardless of the early reasons (Continued on page 90)



A larger type, 34 feet in length, powered with 450 h.p., which turns an 18 by 25 inch propeller at over 1800 revolutions giving at least 36 miles speed





The starboard side of the new model F-6 Scripps engine which develops 100 h. p. at 2200 revolutions. Two unit electric starting and generating equipment is fitted

The Newest in Six Cylinders

THE smooth continuous flow of power which issues from a six cylinder engine has caused many demands for a smaller size machine of this type than the large engines heretofore in use. The newest of the six cylinder type is the model F-6 Scripps engine just announced by the Scripps Motor Company of Detroit, the first one of which had an unusually severe test in the recent junior Gold Cup race in Detroit. Lady Helen, the Hacker designed runabout in which this engine is installed, competed in this race and covered the three 30 mile heats at an average speed of just under 30 miles per hour.

The engine itself is in all practical respects similar to the model F-4 engine which has been successfully driving boats for years. The size of the cylinders, $3\frac{3}{4}$ by 5 inches, is also the same, and for a little engine it develops a surprising amount of power. It is designed to be a high speed job and is capable of turning up to 2500 revolutions at which it will develop

100 h. p. When driven at a lower rate of speed, it will produce 45 h. p. at 1000 revolutions, increasing proportionately between these two extremes. In order to make this high rotational speed possible, a Park patented counterweighted crankshaft is used in the six cylinder machine. The bearings and crankshaft sizes are the same as in the four cylinder machine, these being $2\frac{1}{4}$ inches diameter for the bearings, with connecting rod bearings of $2\frac{3}{16}$ inch diameter.

One of the most conspicuous features about the engine is its unusual accessibility. The engineers who designed it

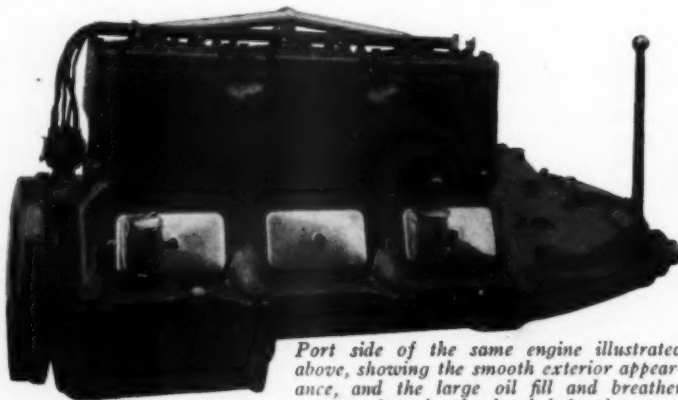
have paid particular attention to this point, with the result that it is possible to get directly at the bearings and connecting rods through the large hand hole plates in the base. The starboard or right hand side of the engine contains all of the accessories for the machine. There are separate electric units, one for starting, and the other for charging the battery. The carburetor is large and well placed, so that the gas charge flows around a hot spot in the intake manifold, insuring complete combustion under all conditions. Another point which will be quickly noticed when

one steps on a boat with this machine, will be the entire freedom from noticeable vibration, and its compactness and apparent lack of weight.

Similar to the lubrication system on all other Scripps engines, this machine is fed by pressure through a drilled crankshaft. The supply of oil is carried under the engine pan from where it is distributed by a double oil pump. The first of these lifts the supply from the sump and forces it to the

main bearings or the reverse gear. All surplus oil returns to a sump in the rear of the engine from which it is drawn through two strainers by a second pump, and then returned to the original supply. The system is efficient and cleanly. It is a simple matter to remove the strainers for cleaning whenever necessary.

Much of the economy and efficiency of any gasoline engine is due to the method of cooling. These new engines have been thoroughly studied and the design of the water-jackets arranged so that the temperature remains uniform.



Port side of the same engine illustrated above, showing the smooth exterior appearance, and the large oil fill and breather openings in the hand hole plates



The outboard profile of the 25 foot 6 inch Seabright skiff Sun Ray, designed by William Atkin

SUN RAY *A Speedy Seabright Skiff*

Complete Design for a 25½ Foot Boat of a Very Popular Type Which Can Be Economically Built and Powered With a Choice of Engines

Designed Especially for MoToR BoatinG

By WILLIAM ATKIN

WHILE not a true Seabright skiff, Sun Ray is a development of the Jersey skiff which has considerable merit. The form as shown in the plans is very much like the newer craft built along the coast for fishing and other purposes; but rather than the more usual lap strake planking she is carvel planked. Then too, the box deadwood is a little different from the typical skiff. The change here is necessary for constructional purposes because smooth planking is used.

These boats seem to have a very definite use, and at speeds up to 15 to 18 miles an hour are quite satisfactory. However, for high speed and for use in rough water a wholesome boat of the V bottom type is a far better craft.

The one advantage the Seabright skiff has is its ability to land anywhere, through surf or in still water, and the fact that it can be beached without damaging the propeller or shaft. It will also stand on an even keel when on the bottom, or while being rolled up on rollers or skids. In choppy water the flat of the bottom slaps some and unless these boats are built moderately light they will pound and slap a great deal.

In most of the boats like Sun Ray, when they are planked with lapped strakes, the laps are filled with ¼ oval round strips of oak which saves the edges of the planks from being chafed while the boat is alongside pound poles or against a dock. A lap strake boat is a hard thing to keep smooth because the laps

catch in everything that comes along side. It is for these reasons that some of the newer skiffs are planked with a smooth skin, this is probably the better way.

One advantage a boat of this design has is that the motor can be set very nearly level, which is something worth having. A motor always will give better service if its crank shaft is level; not only does the lubricating system function more perfectly under this condition but the inflow of the gases is more uniform to all cylinders, and therefore the combustion is better; which of course will result in more economical operation.

It will be noticed that the center of the propeller is set 1 foot 3 inches abaft the stern post; do not place this closer. If a 1¾-inch diameter bronze shaft is used with a well made propeller, the shaft will not whip or vibrate. On the other hand if the propeller is set close to the deadwood the

speed will be disappointing and the vibration greater, so do not change this feature. Most of these craft use a two blade propeller which is turned thwartships when the craft is beached and thus escapes injury. A bronze shoe can be added at the sacrifice of a little speed, and the ability to land on the beach.

The dimensions of Sun Ray are as follows: L. O. A. 25 feet 6 inches, L. W. L. 24 feet, breadth 6 feet 7 inches and the designed draft (which would be loaded) is 1 foot 8 inches. Her speed with a four cylinder 3¾-inch by 5-inch motor of the high speed type should be about 16 miles an hour, using a two blade 17-inch diameter by 18-inch pitch propeller turning 1300 r.p.m. With two or three

aboard and a light weight motor for power this skiff will not set on the load water line shown on the plans; she will set about 4 inches higher, and this is the way she is intended to set.

The steering apparatus is simplicity itself, consisting of a long wooden tiller and a line attached to the aft edge of the rudder which then runs around the inside of the gunwale. Thus she can be steered from any position in the boat. The tiller line should run through about four eyes under each rail. If the motor is fitted with an electric starter the motor housing can be made just as shown, and if rear starter is part of the equipment its installation will be simplicity itself. On the other hand if a two cycle motor is installed it would be

just as well to allow the fly wheel to protrude through the forward bulkhead so as to be conveniently cranked. Hatches will be required over the motor and these should be kept as light in weight as possible; heavy hatches on a small boat are mighty poor things.

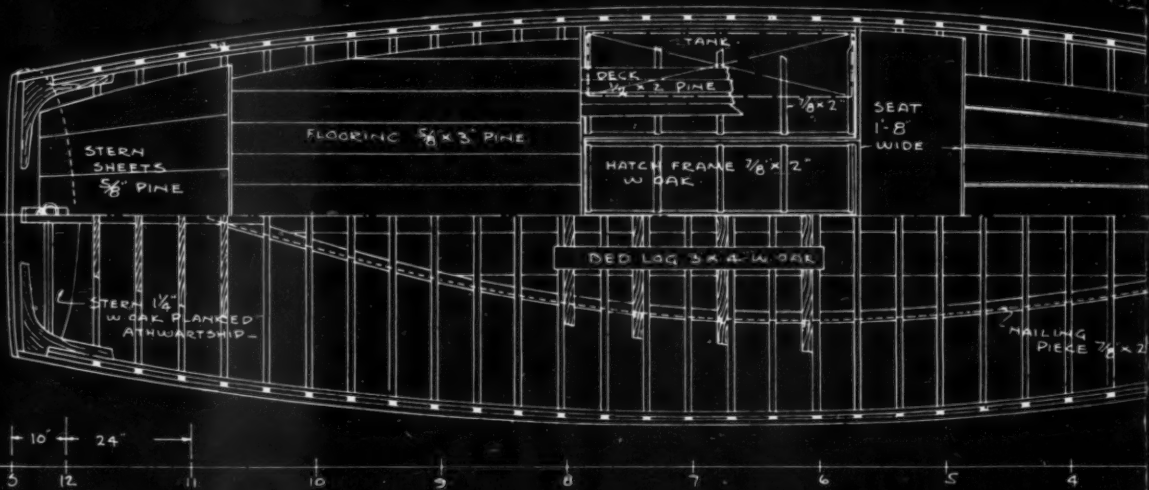
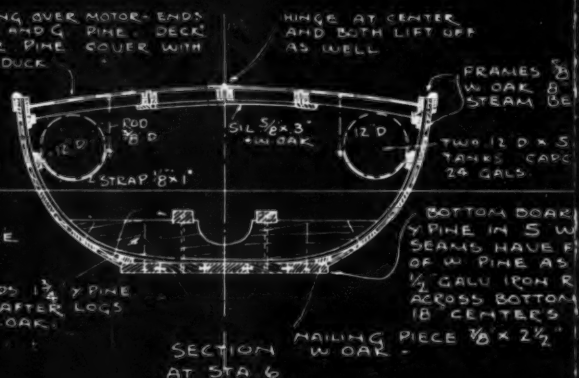
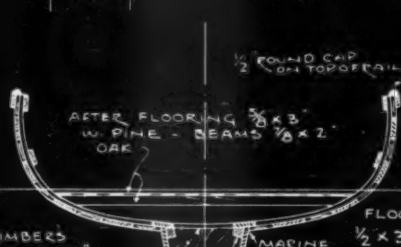
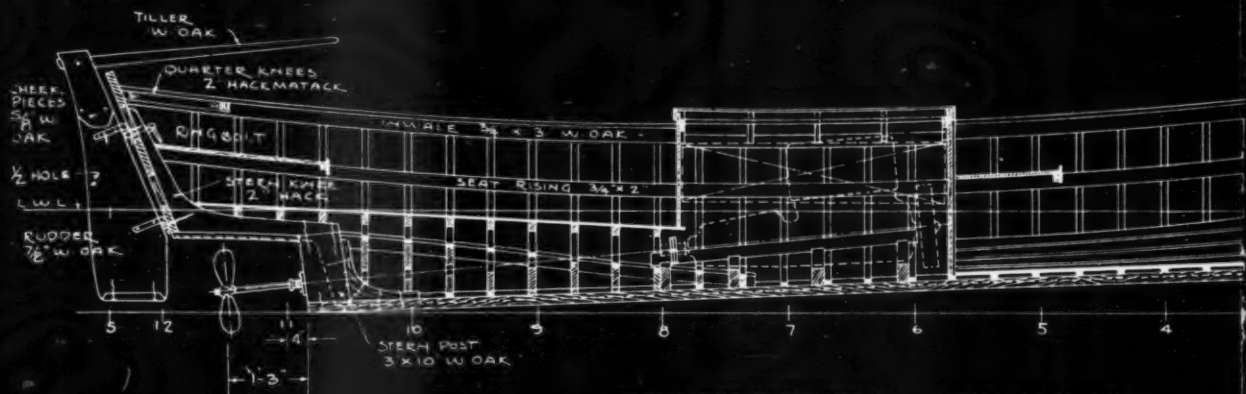
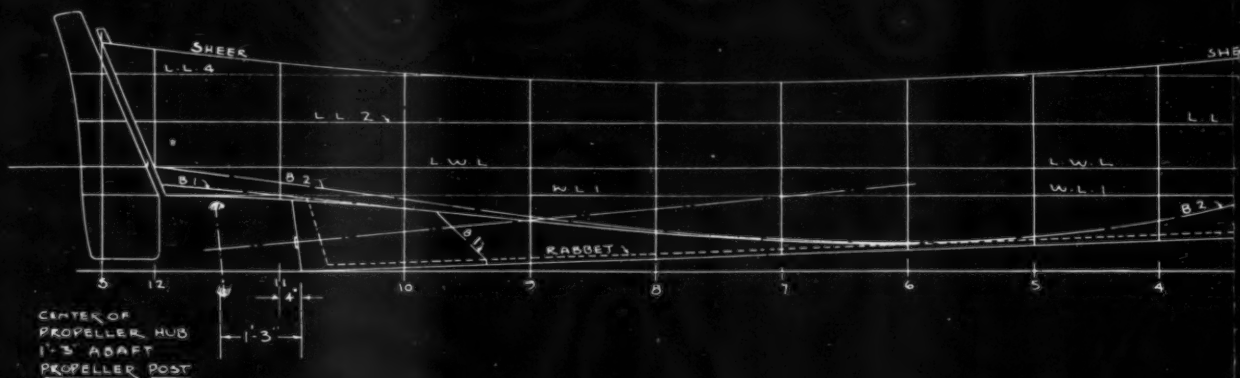
The construction of a boat of this kind begins with its tapering, flat bottom board. In Sun Ray this will be built up of five pieces of 1¾-inch yellow pine doweled and made water tight by inserting white pine feathers in the seams as shown. The dowels should be made of galvanized iron rod ½ inch in diameter, and placed at 18-inch centers. The length of the bottom board is given on the drawing of the lines, and the widths are shown in the table of offsets. The bottom is perfectly straight both fore and aft and in an athwartship direction, the flatter this is the better.

The stem will be made of white oak sided 3 inches and

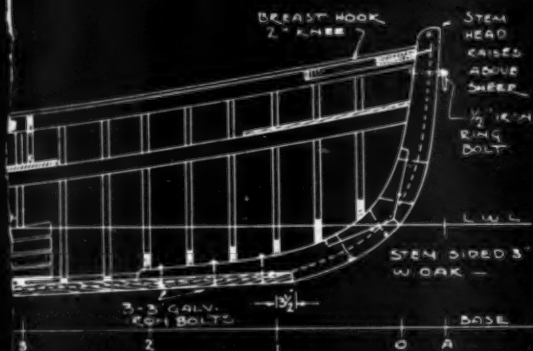
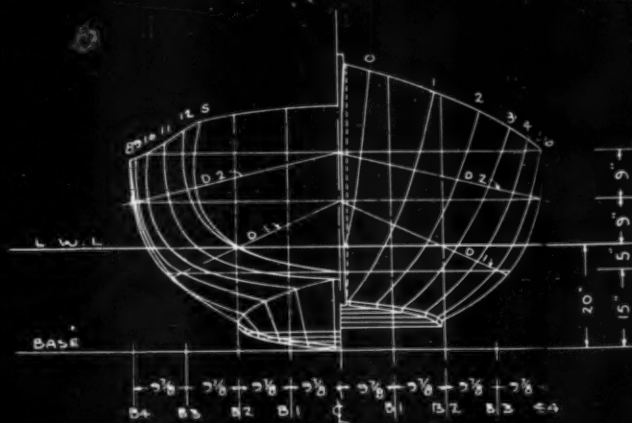
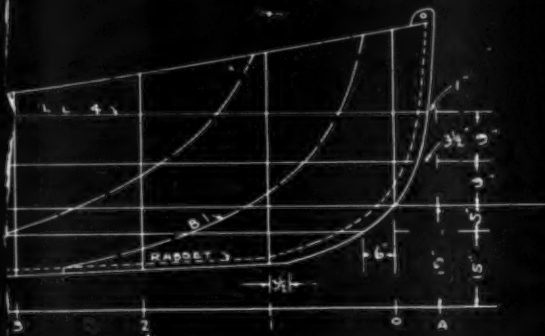
THE POPULAR SEA SKIFF

As a result of many suggestions to Mr. Atkin he has developed a very clever design for a modified type of Seabright Sea Skiff in a very convenient length of 25½ feet. This type of boat has many advantages over the conventional design and in fact is the only type which can be used in some parts due to the need of pulling the boat out on the beach at times, and rolling it out of the waters reach on rollers or skids. It is arranged with a flat bottom so that it will safely rest on the beach and the propeller and shaft are out of harms way. In addition this design departs from the usual in that it is smooth planked, a method which has many advantages.

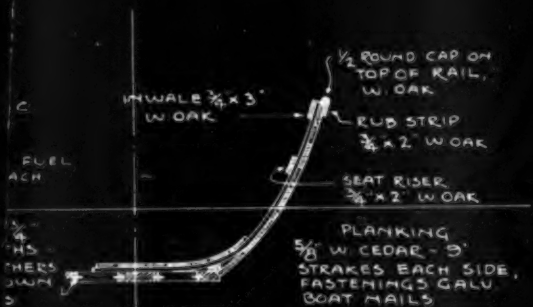
Mr. Atkin has received untold numbers of requests for special designs of all sorts. He will attempt to consolidate these into practical boats to meet the requirements of the greatest number of readers. Let us know which type of boat appeals to you the most.—Editor.



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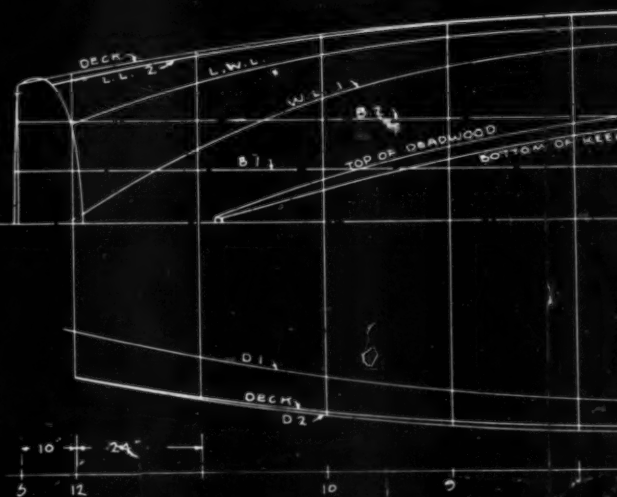
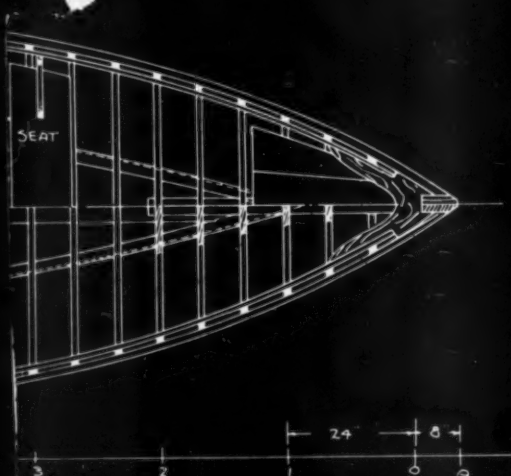
Scale
3/8" = 1'



SECTION
AT STA. 4.

DIMENSIONS -

L.O.A.	25'-6"
L.W.L.	24'-0"
BREADTH O.A.	6'-7"
BREADTH W.L.	6'-2"
DRAFT	1'-8"
FREEBOARD	2'-11"
BOW	2'-11"
LEAST	1'-10"
STERN	2'-0"



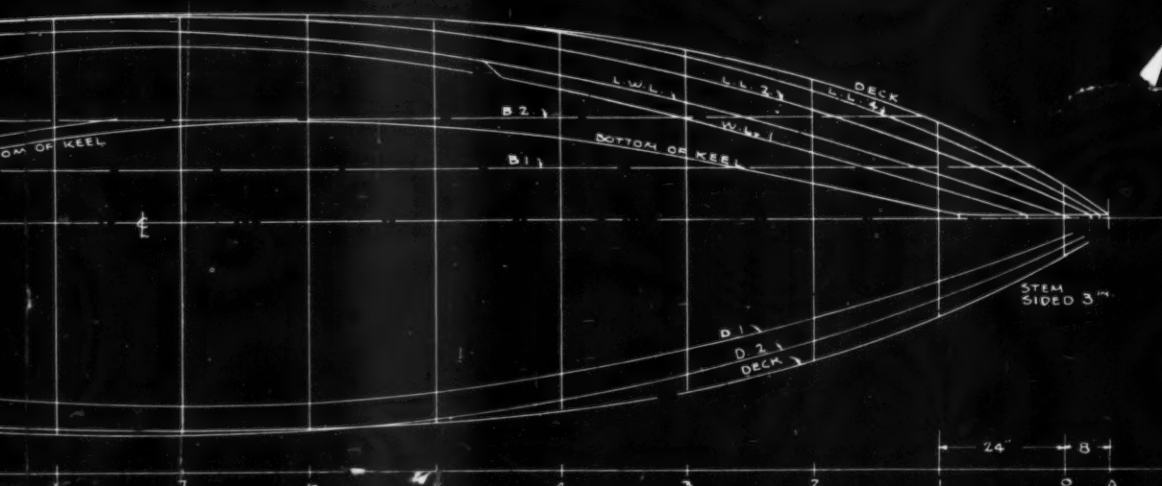
MOTOR BOATING'S BUILD A BOAT Series

SUNRAY A Seabright Skiff

Designed by
WILLIAM ATKIN
Especially for



119 West 40th St
New York.

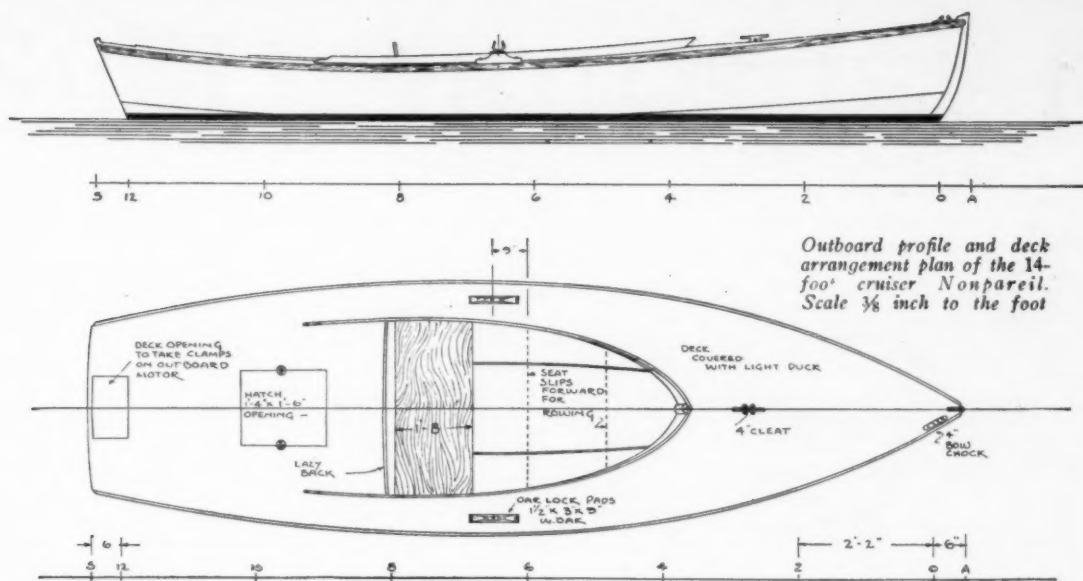


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Outboard profile and deck arrangement plan of the 14-foot cruiser Nonpareil. Scale $\frac{3}{8}$ inch to the foot

Nonpareil—Outboard Engine Cruiser

Building Instructions and Design for a Clever Little Fourteen Footer in Which One Can Go to Sea, or Use for Extended Cruises on Inland or Off-shore Waters, Even in Rough Weather

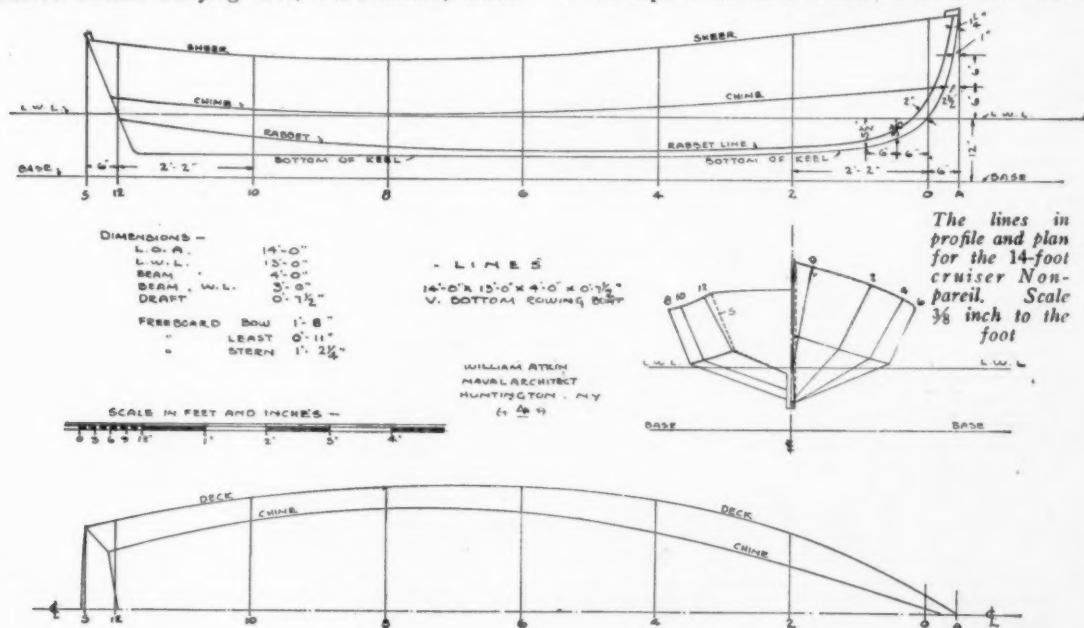
Designed Especially for MoToR Boating

by

WILLIAM ATKIN

THERE is a demand for a small outboard motored boat of easy construction that can be used on rough water. So far as is known a craft of this kind has not been designed, and since many readers have asked for a design of a craft for this service Nonpareil has been prepared. Here is a boat in which one man may cruise to his heart's content carrying food, shore clothes, shelter

tent, water, etc. There is room for these things under the long after deck. The construction shows a water tight bulkhead made of plywood or some other light material at the forward end of the after deck, and another one aft. The hatch on deck is amply large to provide easy access below, and it would be an excellent idea to fit light chocks on the tops of the floor timbers into which to stow the

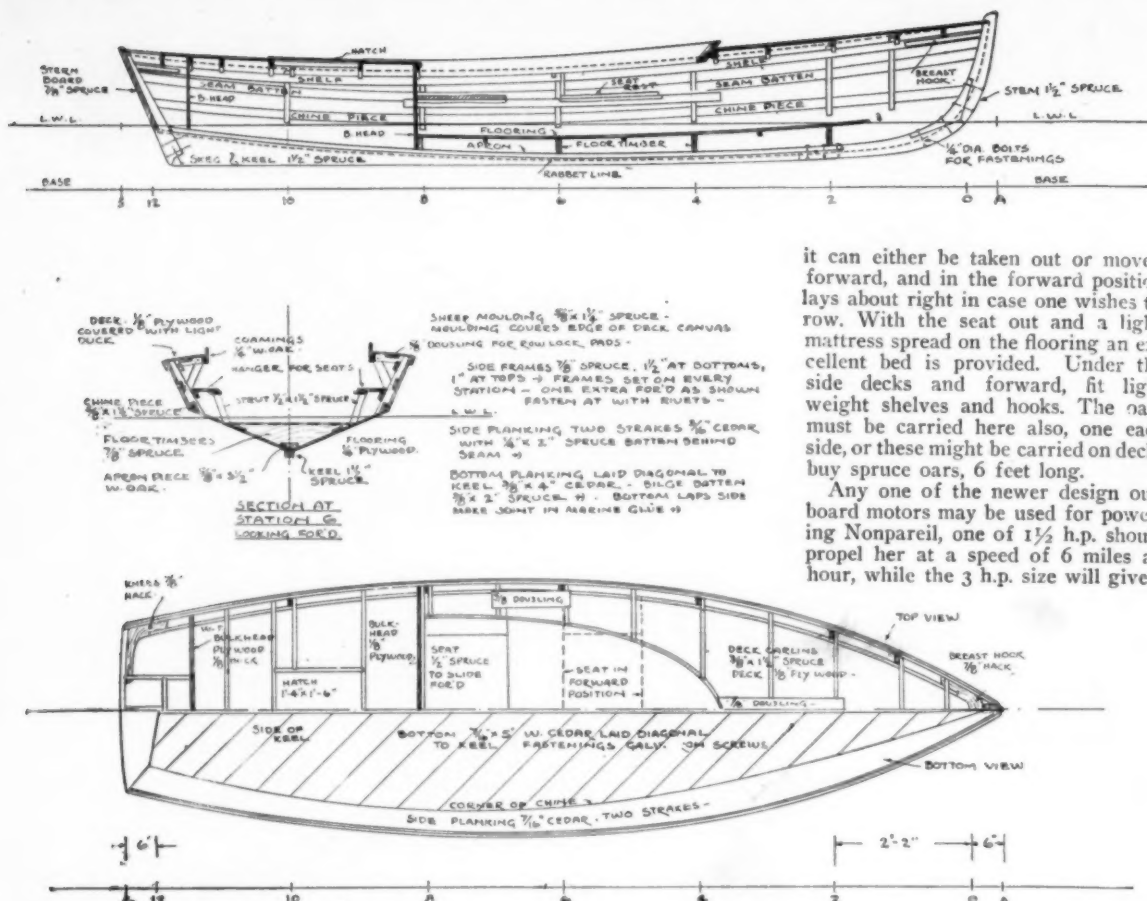


DIMENSIONS —
 L.O.A. 14'-0"
 L.W.L. 13'-0"
 BEAM 4'-0"
 BEAM, W.L. 3'-0"
 DRAFT 0'-7 1/2"
 FREEBOARD BOW 1'-8"
 " LEAST 0'-11"
 " STERN 1'-2 1/4"

— LINES —
 14'-0" x 13'-0" x 4'-0" x 0'-7 1/2"
 V. BOTTOM ROWING BOAT

WILLIAM ATKIN
 MARINE ARCHITECT
 HUNTINGTON, N.Y.
 1929

The lines in profile and plan for the 14-foot cruiser Nonpareil. Scale $\frac{3}{8}$ inch to the foot



Construction plans and midship section for the 14-foot cruiser Nonpareil, designed for outboard engine propulsion. Scale $\frac{1}{8}$ inch to the foot

motor. The hatch should be provided with suitable hasps and lock so that the motor can be left aboard if desired. The latter is a feature quite worth while as it is not always handy or practicable to carry the outboard motor home; and on anchorages near the big towns one runs an even chance of having the motor stolen if it is left exposed on the stern.

The smaller hatch aft is cut so as to permit the clamps which support the motor being screwed down tight, and under this one can find room for an extra gallon or two of gasoline, sponge, water scoop, lights, anchor, etc. There are a great many things of one kind or another which must be carried on even a very small boat, and usually no place provided for their stowage. While it is not necessary to have a cover over the after hatch one might be fitted which would keep the space below clean and dry.

It will be noticed the seat is designed to be removable;

speed of over 7 miles an hour. She will show her best speed if used with a Caille twin direct drive motor; however if the latter kind of motor is used the tiller on the motor will need to be lengthened so as to reach to the cockpit. This can easily be arranged. I believe Nonpareil will do nearly 8 miles an hour with a direct drive outboard motor.

Considerable trouble has been taken gathering data from other craft of this kind with a view to saving weight in every part of the construction and it is necessary to ask you fellows who build the craft not to substitute oak for spruce, pine for cedar, or to change anything about the design, without first writing for advice on the subject. If the boat is to give perfect service she should be built as designed. A small boat is a better boat if she is light; and in rough water she will be drier, safer and faster if she is lightly built. Another thing to consider is that many occasions will arise when it will be desirable to run up on the beach, perhaps for the night; and in this emergency lightness will register as an important feature.

The little sailing and paddling cruising canoes which were universally popular 35 or 40 years ago were very lightly built and in comparison with Nonpareil were tiny craft yet these little craft cruised wide and far, Rob Roy, one of these having cruised around the island of Great Britain. They were lightly built and thus easily carried in or out of the water. Those who are interested in small cruising craft will find the time well spent if they voyage down to the house of the New York Canoe Club on Little Bay, near Bayside, (Continued on page 64)

TABLE OF OFFSETS NO. 158

STATION	A	0	2	4	6	8	10	12	S
(+ HEIGHTS +)									
SHEER TO L.W.L.	1-8	1-7½	1-4	1-1½	0-11½	0-10½	0-11½	1-1½	1-2
CHINE "		1-5½	1-3½	1-2	1-0½	1-0½	1-1	1-3	
RABBIT "			0-4½	0-5½	0-5½	0-6½	0-8	0-11	
L "		1-0	0-5½	0-4½	STRAIGHT	0-4½			
(+ HALF BREADTHS +)									
DECK		0-3½	1-3½	1-9½	1-11½	1-11½	1-9½	1-7	1-3½
CHINE		0-1	0-9	1-3½	1-7	1-7½	1-5	0-11½	

DIMENSIONS TO OUTSIDE PLANKING -

Table of offsets for Nonpareil containing all essential dimensions

SMALL MOTOR BOATS

Their Care, Construction and Equipment

A Monthly Prize Contest Conducted by Motor Boatmen

Questions Submitted for the December Prize Contest

1. Describe and illustrate the best method of constructing a rudder stock sleeve for inboard operated rudders.

Submitted by H. G. L., Baltimore, Md.

2. Describe or illustrate how you have eliminated or lessened mud or scale deposits from forming in the lower portion of the water-jackets, and how it is possible to keep the overflow pipe lines from becoming fouled.

Submitted by V. L. S., Wilmington, Del.

An Automatic Light for The Cruiser

Simple and Ingenious Devices Which Will Take Care of Lighting and Extinguishing the Riding Light During the Owner's Absence

Answers to the Following Question Published in the August Issue:

"Devise a system for automatically turning off and on the cruiser anchor lights by an ordinary clock or other mechanical arrangement."

An Ingenious Automatic Switch

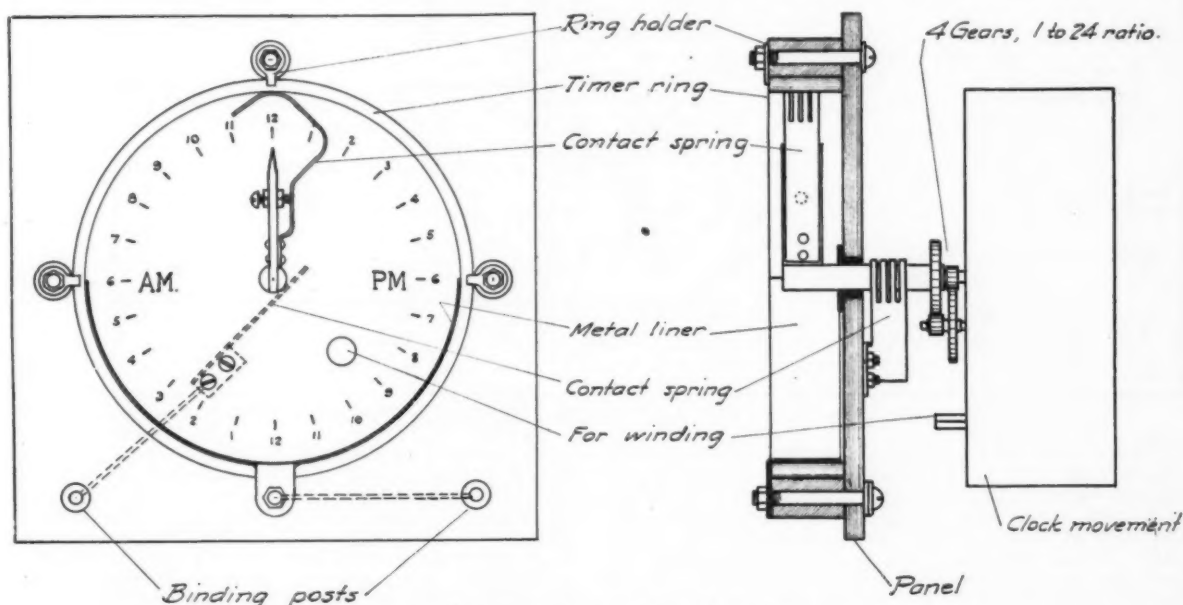
(The Prize-Winning Answer)

IN order to devise an arrangement whereby the anchor light may be automatically put on and off at fixed periods, it must be kept in mind that the difference in time between the periods must be 24 hours and in order to accomplish this, the device must be arranged in a manner to operate accordingly. The device shown on the drawings

herewith has been tried and is known to work perfectly, it being a practical, automatic device for controlling the lighting and extinguishing of an anchor light. The entire device consisting of but three main parts; a clock, a solenoid and a switch.

The clock should be any ordinary eight day clock, striking mechanism not essential to the operation. A brass dial or disc being attached to the hour hand shaft.

The brass dial or disc to be of sheet brass about 1/16 inch



A switch operated by clock work suggested by L. R. A. to control the light

Rules for the Prize Contest

ANSWERS to the above questions for the December issue, addressed to the editor of *MoToR Boating*, 119 West 40th St., New York, must be (a) in our hands on or before October 25, (b) about 500 words long (c) written on one side of the paper only (d) accompanied by the senders' names and addresses.

The names will be withheld and initials used. **QUESTIONS** for the next contest must reach us on or before October 15. The editor reserves the right to make such changes and corrections in the accepted answers as he may deem necessary.

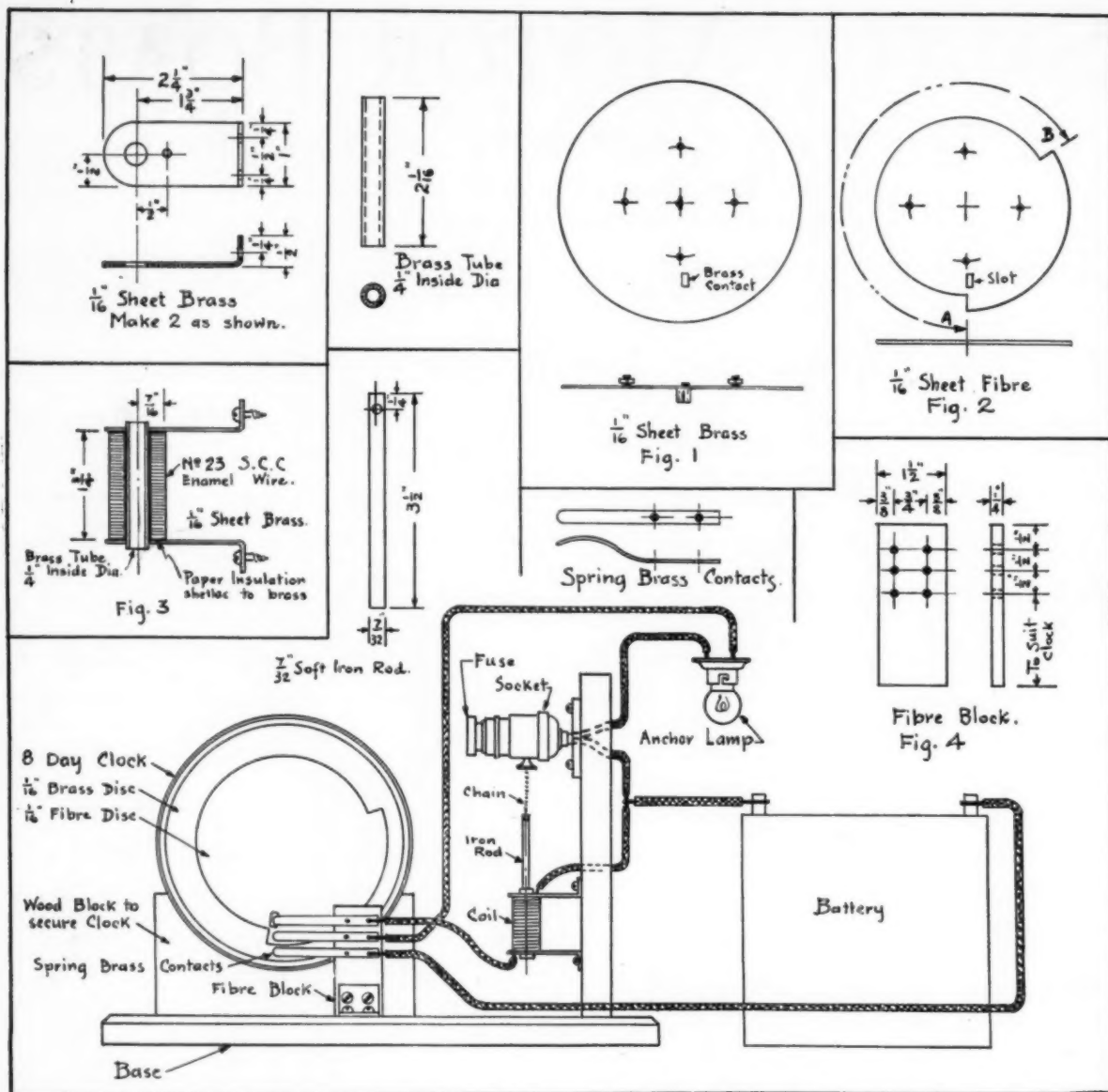
The prizes are: For each of the best answers to the questions above, any article or articles sold by an advertiser advertising in the current issue of *MoToR Boating* of which the advertised price does not exceed \$25, or a credit of \$25 on any article which

sells for more than that amount. There are two prizes — one for each question — but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates.

For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of *MoToR Boating* of which the advertised price does not exceed \$5, or a credit of \$5 on any article which sells for more than that amount.

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.



in thickness and the diameter to about equal the diameter of the clock face less $\frac{1}{4}$ inch or so. The details of the brass dial are shown in figure 1. At the exact center affix a $\frac{1}{4}$ inch solid round brass rod which has been drilled and slotted so as to make a tight fit to the clock's hour hand shaft. Solder four 6-32 brass machine screws, about $\frac{1}{4}$ inch long and from which heads have been removed in position as shown for the fastening of the fibre dial, which has been shown in Fig. 2.

The next step is to cut a piece of sheet fibre about 1/16 inch in thickness, 1/2 inch less in diameter than the brass dial described above, drilling same to suit the 6-32 brass machine screws, also cutting slot in same to fit over brass contact which has been soldered to the brass dial below, the brass contact should be made flush with the top surface of the fibre, so that the spring brass contact will slide easily over same. The fibre dial being secured to brass dial by means of the 6-32 brass machine screws. After work on brass and fibre dials has been completed the same is ready to be mounted in position of the clock.

The construction of the solenoid which is shown by Fig. 3 will be the next step to undertake. The construction is quite simple. Both ends are shaped to the dimensions as

shown and a brass tube, of $\frac{1}{4}$ inch inside diameter is soldered in place, after which an insulation of ordinary paper is provided by shellacing paper over both the ends and around the outside of the brass tube. The spool is now ready to be wound to $\frac{3}{8}$ inch outside diameter with No. 23 single cotton covered enameled wire, similar to the way in which thread is wound on a spool. A solenoid as described was made and operated on 6 volts pulling slightly less than 2 amperes. It is important that the plunger be arranged so as to give the most efficient pull. The exact position will be easily found by a few trials.

The pull chain socket is a standard socket, into which a fuse plug has been screwed so as to close the circuit. It will be found that the pull chain sockets have an adjustment screw by means of which the spring tension may be regulated. It is suggested that the tension be reduced until the spring will just reset the chain for its succeeding pull.

The fibre block, shown in Fig. 4 may be made of any insulating material such as fibre, mica, bakelite, etc. After drilling and securing brass finger contacts this fibre block is placed in such a position so that the fingers just make contact on the brass dial.

The wiring as shown on the drawing should be run with all wires which are exposed to the weather or dampness of any sort, enclosed in water proof insulation so as to prevent the possibility of shorts. The period of illumination may be lengthened or shortened by either increasing or decreasing the arc *A* to *B* shown on fig. 2. Increasing or decreasing from the point *A* so as to keep the contact over *B* in the same relation. The distance between *A*—*B* should be equal to the actual time it is desired to keep the light on, and the brass dial placed in position on the clock accordingly.

In other words, when the solenoid operates the first time the light goes on and on the next revolution the solenoid operates again and the light is extinguished. Thus every 24 hours the contacts are made to light the lamp and every 24 hours the contacts are made to extinguish the light.

Automatic Anchor Light Switch

The illustration will give a clear idea of the construction of the switch. Secure a steady going, 8 day clock movement with balance wheel escapement, not the pendulum type, and remove the dial. There will be exposed on the top of the works, the main shaft, and a stub shaft a short distance away. Fastened to the main shaft is a 12 tooth pinion, and meshing with it a gear of 36 teeth, mounted on a sleeve which is slipped over the stub shaft. Also fastened to this sleeve is another pinion of 10 teeth, meshing with a gear of 40 teeth mounted on a sleeve revolving around the main shaft. This sleeve carries the hour hand, and revolves 12 times slower than the main shaft to which is attached the minute hand.

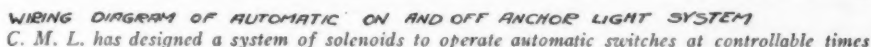
will give a reduction of 24 to 1, instead of 12 to 1. These may be 10, 48, 10, 50. The hour hand would then revolve 1 revolution in 24 hours, instead of 12 hours. The sizes of gears vary for different makes of clocks, so those given above might not apply to the movement chosen, and in some cases it may be necessary to alter the location of the stub shaft to accommodate a new set of gears. The idea, however, to make the hour hand shaft revolve twice as slow as usual, still remains the same, no matter what method is necessary to accomplish it.

In place of the hour hand, attach a $\frac{1}{4}$ inch brass rod several inches long, to the outer end of which is attached a lever, carrying a contact spring with screw tension adjustment. The clock movement is mounted about an inch in back of the bakelite or other radio panel, through which the $\frac{1}{4}$ inch brass rod projects, with a suitable light fitting bearing at the panel. Drill a hole in the panel to admit the winding key.

From a bakelite or other insulator tube about 4 inches in diameter, cut off a ring about $\frac{3}{4}$ inch high. Place this on the panel central with the $\frac{1}{4}$ inch rod. At four points outside of this ring, place four hard rubber tubes, $\frac{3}{4}$ inch high to hold the ring in place. The rubber tubes may be about $\frac{3}{8}$ inch in diameter and fastened to the panel with $\frac{1}{8}$ inch brass bolts. At the top of three of these posts provide a little finger washer that may be turned around and snapped over the edge of the tube ring to hold it firmly against the panel.

Graduate the panel into 24 equal parts, numbering them from 12 noon at the top to 12 midnight at the bottom. The PM hours will be on the right and the AM on the left. The lever being pointed, will indicate the time and permit setting.

(Continued on page 68)



Curing A Smoky Engine-Room

Keeping An Engine-Room Clear of Smoke and Some Solutions for Preventing the Engine from Continuing to Smoke

Answers to the Following Question Published in the August Issue:

"How can a smoky engine-room be kept free from engine smoke and how would you correct the cause of the difficulty?"

The Smokeless Engine Room

(The Prize-Winning Answer)

THE term, engine smoke, is rather vague. Shall we define it as the smoke which issues from the air intake when the engine backfires, the thin smoky vapor that arises from the breather pipe of an engine well warmed up and working, or the smoke from the exhaust of a motor running too rich or burning oil? We might even go so far as to call the odor of hot oil, so dear to every real engineer, smoke, because it smells like smoke.

An engine that leaks around the gaskets or blows back through the carbureter will soon fill the engine room with smoke. The engine that throws and leaks oil is as bad or worse for this oil gets on hot parts of the engine, where it burns and makes much smoke.

The remedy for smoke from such a motor is obviously a complete overhaul with the installation of new gaskets throughout. Oil leaks through gaskets or loose bearings will then be eliminated, and tightly closing valves, properly adjusted will prevent the blow back through the carbureter.

The smoke that usually gets into the engine room from an engine in good condition and operating properly, no doubt comes from the crankcase through the breather pipe. This smoke is not heavy but quite odorous, depending on the tightness of the piston rings and the extent of dilution of the crankcase oil.

A flexible metal tube, large enough to fit over the breather pipe, so attached as to be readily removed for supplying new oil, and carried out through the deck with a waterproof cowl or suction ventilator outside will carry the odors away from the engine room without in any way interfering with the operation of the engine. Extending the flexible tubing close under an open skylight might answer the purpose without a ventilator on deck.

It would hardly be practical to attach a pipe to the carbureter intake in order to dispose of the smoke from an occasional backfire. The velocity of the air drawn through the intake is quite rapid and the pipe would have to be several times larger than the intake to supply the necessary volume of air without friction retarding the free flow of air to the intake. The retardation of the air stream to the carbureter would lower the efficiency of the motor and decrease the r.p.m. as well. The smoke from a backfire would be drawn back through the carbureter and into the cylinders. Stalling or erratic operation would be very likely to result. Most of the modern marine engines are fitted with

a hot air attachment to the carbureter, drawing the air and gases from the crankcase to assist in vaporizing the fuel. This practice may have its merits, but it would seem that a hot air attachment around the exhaust pipe would allow the motor to draw fresher air which would carry a larger volume of fuel in suspension.

Any hot engine will smell of hot oil even if kept scrupulously clean, and the engine will not operate at its highest efficiency unless running at a temperature that will maintain the temperature of the overflow water just below the boiling point; say from 190 to 200 degrees Fahrenheit.

Ventilation is the only means of keeping the engine room air pure and free from odors, and the air will be kept fresh

if the system is efficient and of sufficient capacity. The forced ventilating system described in *MoTOR BOATING* for August, 1924, can be relied upon to rid the engine room of smoke or other odors. Briefly, the system consists of an electrically driven blower fan forcing fresh air into the bilge and up through gratings in the engine room floor, each side of the engine, from which it rises to the ceiling and passes off through the skylight or ventilators.

In this case the motor driven blower may be replaced by one driven by a flexible shaft or belt from

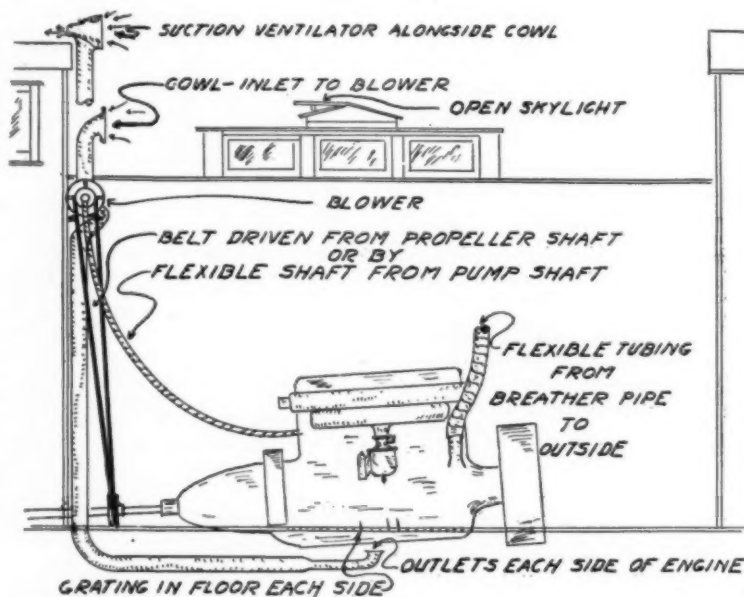
the motor or propeller shaft; the blower being located in the engine room. As the blower drive is direct from the motor, ventilation will be automatic with the operation of the motor. By means of ratchet couplings the blower drive could be arranged so that when the motor was not running the blower could be driven by the electric motor.

Keep the engine in good mechanical condition, clean and free from oil, and extend the breather pipe to the outside. That is all that you can do to eliminate the cause of smoke and odors from the engine. The ventilation will assure a rapid change of air and carry off any smoke or odors escaping from the engine.

W. B. M., Newburgh, N. Y.

Overhaul the Engine First

SMOKY engine rooms and cabins are directly due to three causes, namely: hot exhaust gases getting past the pistons and rings which blow the smoke and fumes out of the base, rising from warm oil coming into contact with the heated bearings, rods, etc.; the smoke caused by certain portions of the engine becoming overheated, due to poor water or oil circulation, or the oil level in the base being too high; and the leakage past valve stems or around gaskets in the exhaust line.



W. B. M. provides a ventilating system to clear the engine room of smoke and exhaust odors

Some motors may have one or two of these faults, while others may have all of them; and, as it is continually wearing while being used, these faults become more or less aggravated as time goes on. Therefore, when applying the remedy, it is best to take care of all the faults which are found, otherwise the repair may only be a temporary one.

First, take the motor and examine it carefully as to leakages past the pistons, rings or valves; repairing or replacing parts found defective. Where pistons or cylinders are worn considerably, it is best to have the cylinders reground and new pistons and rings fitted.

As all engines have a constant suction and discharge of air in the base while running, due to the rising and falling of the pistons, if any smoke or fumes are present they are bound to be exhausted into the cabin or engine room.

On those engines having oil tight base assemblies, it is possible to eliminate this fault by fitting a flexible tube from the breather pipe running to a suction ventilator on deck. On other older style motors, where the base is an open one, it is best to cover the entire motor with a fairly tight box, leaving air intake spaces around the bottom, and running a flexible tube from the top of this box

to a suction ventilator on deck. A certain amount of this smoke can be fed from the base to the carburetor intake. However, it is best not to take the entire air supply from this source, as your carbon deposits will be heavier and you will lose a small percentage of power. On open base motors where this box covering cannot be used, it will be necessary to fit side or end plates made of sheet metal to all openings in the base, leaving one hole large enough for the flexible tubing to carry off the smoke through the ventilator on deck. This flexible tubing should be from one to two inches inside diameter, the larger the better, and some means provided to protect the ventilator on deck from rain or water coming on deck.

Motors which are chronic oil pumpers will always smoke excessively, and should be fitted with lower oil scraping rings, and the oil groove on the skirt of each piston should have a series of small holes drilled through the piston wall, so that excessive oil will be fed back into the base. The illustration will show how this can be done. Oil pumping may also be due to the oil leads to the cylinders being placed too high, which should be changed; or, to motors having splash lubrication systems carrying their oil level too high, in which case either the oil level will have to be lowered, or splash plates fitted and fastened to the bottom of the cylinders sleeves which project into the upper base. When cutting these plates out of sheet brass or copper, make the cross slot just wide and long enough for the rod travel, while the wide lengthwise slot should be just large enough to allow the bearing on the lower end of the connecting rod to be slipped through it, for ease of assembling or tearing down for adjustment or repairs.

When using the box over high speed engines you will find it better to have the fresh air intake openings quite large, and fitted with either shutters or curtains. These can be made adjustable to the needs of your particular motor in the varying temperatures, and will be found very satisfactory.

V. L. S., Wilmington, Del.

Smoky Engine Room

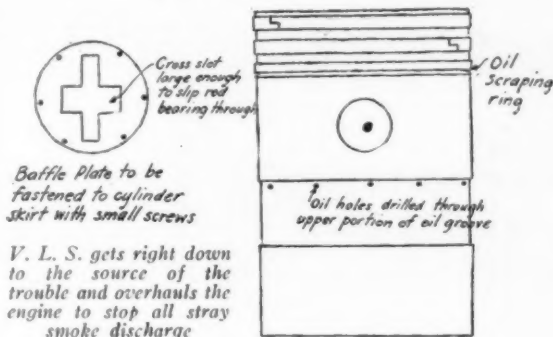
THE cure for a smoky engine room is, first ascertain the cause of the smoke and correct the evil and increase the ventilation.

Abundance of fresh air forced into the engine room by scoop ventilators or a blower fan if electric current is available, and then carried out through open ports, windows, skylights or suction ventilators in roof will relieve the situation somewhat, but any scheme can only be a makeshift unless the cause of the smoke is located and eliminated.

All engines as turned out by the manufacturers are naturally designed to operate so as to be free from smoke and disagreeable odors. If an engine offends in this direction, it is a certain indication that something is wrong with its parts somewhere, and the surest way to cure it would be to get at the root of the trouble and repair the faulty parts. Many engines pump oil into their combustion chambers, which causes much smoking, but this hardly would be discharged into the engine room, since it would be carried off through the exhaust pipe. The most frequent source of oil vapor would be a discharge through the breather pipe after the engine had been running a sufficiently long time to heat up the oil in the base. Naturally, if hot gases blow by the rings and into the base, the oil will heat up much more rapidly than under normal conditions.

The August issue of *MOTOR BOATING* contains excellent suggestions on ventilation covering the subject fully and which would apply to the engine room as well as the cabin.

Below is a list of possible and usual sources of smoke about an engine and the remedy to eliminate or relieve the trouble.



V. L. S. gets right down to the source of the trouble and overhauls the engine to stop all stray smoke discharge

Cause	Remedy
Oil or grease on hot exhaust	Locate where it is coming from and clean up. Supply shield to protect pipe
Compression leaks about spark plugs or valve caps	Supply new gaskets or repack where necessary
Leak about hand hole plates, engine base allowing oil or smoke to blow through	
Leak through worn valve guides or stems and valve lift	New bushings or parts
Leak at main bearings, fly wheel or clutch end	New bearings, rebabbit old bearings or take up on shims. Supply new shims
Overheated clutch	Look for slippage or misalignment of shafting. Tight bands
Burning insulation on wires	Supply new wire and change position to remove from heat of engine or short circuit
Wood or foreign matter too close to hot exhaust or engine	Remove if possible to another location or insulate with asbestos covering
Overheated engine	Look over water circulating system, pump, hose or stoppage at intake. Check up on ignition, too late a spark, etc. Valves out of time, broken spring, etc.
Oil or greasy water picked up from bilge by fly wheel and thrown on hot engine parts	Install a pan or shield under, or over fly wheel to prevent throwing, and protect hot parts.
Burning paint on engine	Don't paint engine in mid-season. Paint when hauling out at end of season, or in early spring, giving it plenty of time to dry

Do not keep the engine running when the boat is at rest any more than necessary, unless mechanically operated devices are provided to drive out the foul air and smoke. The secret of an engine room free from smoke, is to keep everlastingly after all causes that might create a condition of this kind, and to keep the engine and engine room as spotless as the paid engineer maintains his department and you will not be bothered with smoke.

G. E. C., Phila., Pa.



The new standardized 38-foot Matthews cruiser as it appeared during the regatta at Detroit

Sail Auxiliary for Stock Cruiser

Roomy New Trunk Cabin Craft 38 Feet in Length Completed by Western Boat Builder Who Plans to Supply Them from Stock

BOAT builders are becoming more enthused over the possibilities in the stock boat. The most recent convert to this method of boat construction is the Matthews Boat Company of Port Clinton, Ohio, who have just completed the first of a series of 38-foot cruisers which it is planned to build in quantities, and carry as a stock article. This company has long been known as builders of larger boats of the houseboat type, and their cruising boats of this type are popular on all waters where yachtsmen gather. Their newest contribution to the yachtsmen's pleasure is a substantial cruiser, fitted with a trunk cabin, which is favored by reason of the superior ventilation and light which it is possible to secure inside the cabin with this method of building. As planned, these boats are intended to be built according to the substantial standards of construction which this company uses for all of its custom built boats. The equipment and all details are intended to provide a high grade craft in every respect. The beam of the boat is 10 feet 8 inches, which is unusually generous in boats of this length, and helps to provide superior accommodations inside the cabin space. The arrangement to some extent follows the customary, in that there are berths, lockers, galley, and other essentials. However, the

way they have been located helps to improve the arrangement greatly. In the extreme forward part of the cabin space is the toilet and lavatory, with lockers for linen, towels, etc. Next aft are two full length lockers for clothing, and oil skins, while two pair of upper and lower berths are installed in the main cabin. These, to some extent follow the arrangement customary in Pullman trains, in that they are provided with draw curtains, so that the occupant of the berth is entirely closed in. The galley has also been placed in a separate compartment, so that the heat and odors from the cooking will not penetrate into the cabin space. Superior accommodations for the culinary department are provided. A three burner stove furnishes ample facilities, while a large sink and work table adjoin. The ice box is built-in to open into the galley and at the same time is filled from the cockpit space. The motor is installed under the cockpit, and quite naturally the speed of the boat will vary with the size and power of the power plant provided. At least 14 miles an hour will be secured with any substantial engine of about 100 h.p. A model F-4 Scripps engine, which develops 55 h.p. has been installed in this first boat, and drives it along at a very satisfactory rate.

Circuit Rider Young Reviews Season

This has been a wonderful season, and I hereby serve notice that if I am able to hobble you all are going to be inflicted with my presence at your regattas next year. The undertaker only will keep me from it, and these are not only personal sentiments but the generally expressed sentiments of the RC² bunch.—Wilbur H. Young.

WHILE the Detroit races were the best I have ever seen and in many ways the most satisfactory, something is the matter with motorboat racing as indeed something is also the matter with all of motorboating. In racing, too many times a boat makes a runaway affair of what should be a closely fought contest. I think Carl Fisher's idea of boats of exactly the same design and the same power is the answer. Certainly handicapping and a lot of other things have been tried in vain. In motorboating generally the obstacle of course is high price. Maybe some day we shall see motorboats of all types made with pressed metal bodies turned out by big automobile body building companies or their motorboat prototypes in the motorboat industry and powered with engines which are built in quantities by thoroughly standardized methods like some of those in the automobile field. Such a move on a big scale would certainly make a sharp reduction in the price of boats and widen the range of the sport enormously.

* * *

IT may be that Carl Fisher's idea of having professional automobile race drivers handle the wheels of his new one-design class is a good one, but very few professional automobile race drivers have made good as operators of racing motorboats. I'll bet I could name a team of ten amateur motorboat drivers who could beat the spots out of the automobile boys in driving boats, nine times out of ten. The converse is also true. This only proves, if anything, that it takes experience to accomplish anything well.

Gar Wood's boat in the Gold Cup event finished near the bottom. Gar Wood finishing last is something the motorboat race follower has not seen for many years and the main reason why he has won all the prizes in sight since 1915 has been that he does all his preliminary work far in advance of the race and his boats always run. This was shown very graphically in the Sweepstakes.

* * *

ITHINK it is a very significant fact that a vast majority of the sales made this year by two of the biggest builders of motorboats, one of cruisers and one of high class runabouts, (Elco and Bear Cat) have been made to people who never before owned boats of any kind. In other words, the motorboat public is expanding.

* * *

THE question of how to make motorboat racing a national sport is a simple one, but the answer is not so simple. Simply make it as popular all over the country as it is at Detroit, at Buffalo, in the Mississippi Valley, at St.

Michaels, and a few other spots and you have accomplished the job. But how to bring that about—ah, there's the rub.

One way to run a motorboat cruiser race would be to get all the contestants together, run them over a one mile course, and take their times; figure their allowances from these times for the length of the course. While the committee is doing this, the owners of boats could take aboard a supply of clams, corn, and other good things to eat (and drink), and the whole crowd go over to some picnic ground and have a good time while the committee is figuring out what they should have done had they run the race and on their return the prizes could be presented with appropriate speeches.

* * *

SPEAKING of St. Michaels; there is an enthusiastic crowd for you. Nearly all the neighboring towns closed

up business for the two days of racing, August 7 and 8, and the entertainment shown the visiting yachtsmen could not have been more magnificently conceived. Our Eastern yachtsmen who possess motorboats would do well to make a trip down the Chesapeake Bay. It is an ideal cruising ground, and with every facility provided along the several thousand miles of shore front.

* * *

ONE of the secrets of the tremendous public interest in motorboat racing in Detroit is the fact that W. D. Edenburn, the boy demon race manager, and his efficient gang, know how to keep a crowd entertained. During the Regatta they had a radio broadcasting station on the judges' barge and a flock of loud speakers all over the five mile course. They kept the crowd informed every minute of what was doing in the races and had a good band to entertain them between events.

Here is another question to ask the customers—"Why is speed boat racing more popular on inland waters than along the coasts?" Or is it?

There is an agitation on foot to reduce the length of the annual Detroit Sweepstakes race from 150 miles to 100 miles. The present distance is a splendid endurance test for boats. This race and the Buffalo 100-mile sweepstake are the only really long distance affairs for speed boats held anywhere. One interesting fact stands out: Although at Buffalo eight boats finished out of fourteen starters, and at Detroit nine boats out of fourteen starters finished, the ones that did finish ran most consistently. There was no lack of thrill in this year's events. The palate of the crowd might be further tickled by the holding of some one mile or one lap dashes right after the (Continued on page 114)

TEN THOUSAND DOLLARS FOR SOUTHERN REGATTA

As announced in the last issue of MoToR BoatinG, Carl G. Fisher, of New York and Miami Beach, has offered \$10,000 in cash prizes for this winter's race at Miami Beach, Florida, to be held on March 20 and 21, 1925. Mr. Fisher has also ordered ten race boats of about eighteen feet in length built by the Purdy Boat Company, of Trenton, Michigan, and powered with 100 h. p. Scripps engines. The races will be open to other contestants as long as the boats are built according to the plans and specifications issued by the Purdy Boat Company and powered with Scripps motors and the boats pass the Committee's inspection.

The \$10,000 cash prizes will be divided as follows: For the first 10 boats, series prizes of \$1,000, \$800, \$750, \$700, \$650, \$600, \$550, \$500, \$450, \$400. The awards will be made on the basis of points, according to the American Power Boat Association system of scoring in heat races. In addition, there will be a first prize of \$400 and a second prize of \$200 in each of the six 12-mile heats, thus making it possible for a boat to win as much as \$3,400.

YARD and SHOP

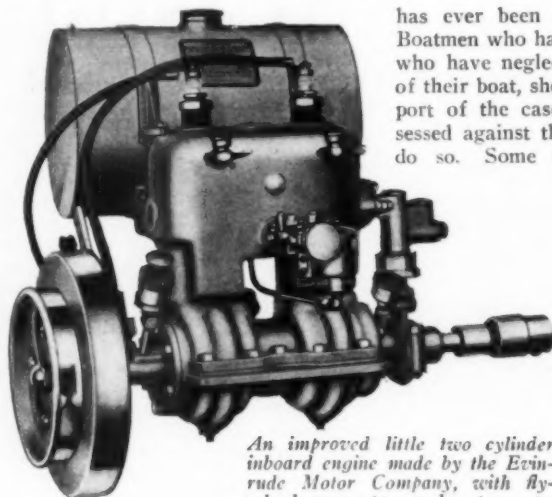
Notes of Interest to Both Owner and Manufacturer

Robert Bosch Enlarges Space

Following a greatly increased business during recent months, the Robert Bosch Magneto Company, Inc., manufacturers of the original Bosch magneto, Longlife spark plugs, horns, and other automotive products, have found it necessary to expand their executive office space at 123 West 54th St., New York, N. Y., by taking over the entire eleventh floor of that building. This increase practically doubles the space they had before, and will give room for needed expansion. The engineering laboratory and testing department of the company will remain on the twelfth floor as before.

New Evinrude Inboard Engine

An improved and simplified little engine has just been announced by the



An improved little two cylinder inboard engine made by the Evinrude Motor Company, with flywheel magneto, carburetor, etc.

has ever been made to the officials. Boatmen who happen to be in the class who have neglected to report the loss of their boat, should make a proper report of the case before a fine is assessed against them for the failure to do so. Some of the recent heavy storms which have swept the coast have resulted in the destruction of many boats which were insecurely tied and practically no reports of any of these losses have been made.

Manufacturers of Engines, Attention

We have been asked by the Toho Industrial Company, Marunouchi Bldg., Central Tokyo, Japan, to advise manufacturers of engines of the kerosene and gasoline types other than semi-Diesel, that they are in the market for engines of this kind. Any manufacturers of American machines who are anxious to place a few of their engines in



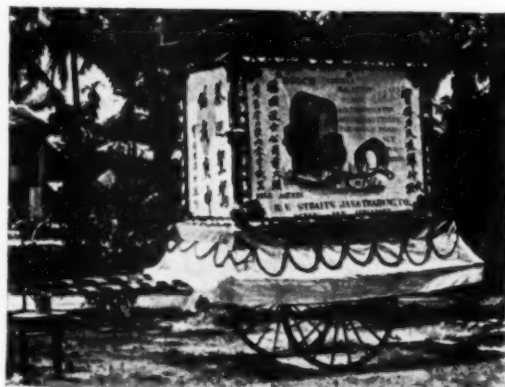
This 24-foot runabout is owned by A. O. Julrud, and is equipped with a 50 h.p. Red Top Thorobred engine which turns a 16 by 18 inch propeller 1,650 revolutions, producing a speed of 24 miles

Evinrude Motor Company of Milwaukee, manufacturers of row boat engines and equipment. This new machine of 4-5 h.p. is of the two cylinder, two cycle type, with a flywheel magneto, easy starter, and Zenith or Schebler carburetor. A drain plug has been added to the water pump, so that water can be drained during cold weather. Another improvement is the direct attachment of the gasoline tank to the cylinder block, eliminating long piping. The tank has five quarts capacity which is sufficient for four or five hours of running. The cylinders are cast en-bloc with intake and exhaust manifolds as part of the main casting. If desired a reverse gear can be built in. This little engine is adaptable for canoes, small launches, tenders, dinghies, sailboats, and similar small craft. Boat builders who might desire to adopt this new engine as standard equipment are asked to write to the Evinrude Motor Company for a special proposition on this engine. Complete specifications can also be obtained from the factory.

Boat Owners, Observe

Attention is called to a feature of the motorboat

registration law which many boatmen seem to have overlooked. This is that portion which requires that notification of the sale or loss of a boat must be reported to the local custom house within ten days after the sale. While the observance of this law has been fairly general in the case of boats which have been sold, numerous cases have developed where boats have been wrecked or otherwise destroyed, and no mention of this



A unique method of advertising Robert Bosch Magneto and ignition devices used in the Straits Settlements during a recent celebration



The first Sinclair Oil Company fuel station in the east, now located in Manhasset Bay off Port Washington, L. I. This barge carries 80,000 gallons of gasoline or enough to run a Johnson Outboard engine continuously for 27 years and 11 months. Figure it out for yourself

the Orient will do well to communicate with this company.

Measured Mile Course

The standardization course at Rockland, Maine, of the United States Navy has now been fitted with electric lights on the range beacons, so that the course is useful at night as well as during the day. These lights are not burning at all times but the keeper of the lighthouse at Owl's Head
(Continued on page 63)



An exciting brush in the first race on Sept. 6th, with "Betty" leading. Photo by M. Rosenfeld, N. Y.

Again! Every Entry in the International Six-Meter Races was Valsparred

ONCE more a great tribute has been paid to an American product. Last year on the Solent—this year on the Sound—every entry in the International Six-Meter event, British and American alike, was protected with Valspar, the famous waterproof, weatherproof varnish.

English and American yachtsmen may differ in their ideas on designing racing craft, but when it comes to guarding them from the destructive action of the elements,

the vote is unanimous:—Valspar!

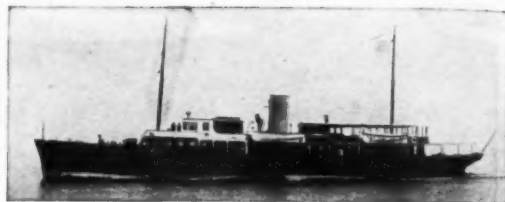
This fine sturdy varnish gives unequalled protection against water or weather—against fog, rain and salt spray, lashing waves and grinding sand. Valspar on the bright work withstands months of service in any climate, without turning white or losing its lustre.

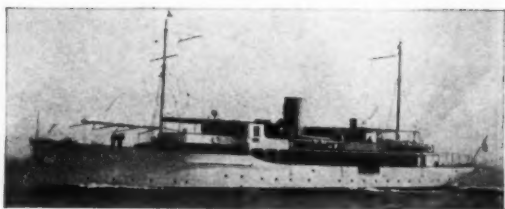
Internationally famous for its waterproofness, elasticity and beauty, Valspar identifies the best boats everywhere.

This coupon is worth 20c to \$1.60

 <p>VALENTINE'S VALSPAR The Varnish That Won't Turn White</p>	<p>VALENTINE & COMPANY M. B. 10-24 460 Fourth Ave., New York</p> <p>I enclose dealer's name and stamps—20c for each 40c sample can checked at right. (Only one sample of each product supplied at this special price. Write plainly.) <i>Valspar Instruction Booklet with Color Charts, 15c extra.</i></p> <p>Dealer's Name..... Address..... Your Name..... Address..... City.....</p>	<p>Clear Valspar . . . <input type="checkbox"/> Valspar Bronze Bottom Paint <input type="checkbox"/> Aluminum Paint <input type="checkbox"/> Gold Paint . . . <input type="checkbox"/> Yacht White . . . <input type="checkbox"/> Yacht Black . . . <input type="checkbox"/> Valspar-Enamel <input type="checkbox"/> Choose 1 Color..... Valspar-Stain <input type="checkbox"/> Choose 1 Color..... Valspar Booklet <input type="checkbox"/></p>

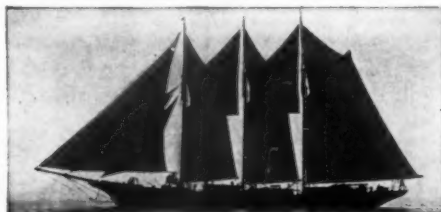
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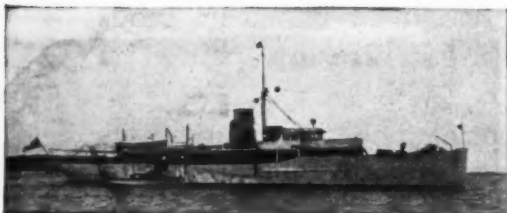
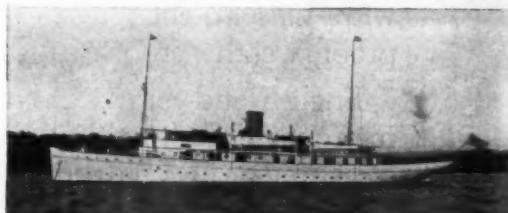
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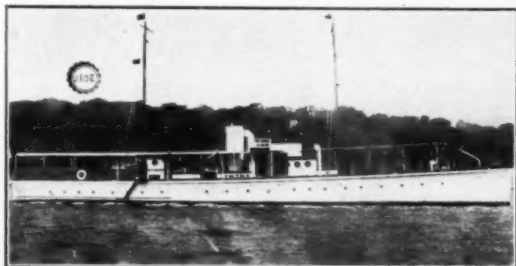
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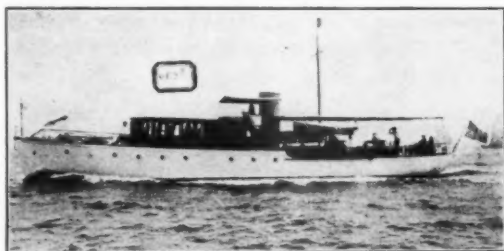
On this page are shown a few representative yachts selected from our large lists. Should none appeal kindly acquaint us with your requirements. Full information regarding costs to build, purchase or charter yachts of all types gladly furnished.



No. 2632—Attractive Bargain—(Might Charter)—Fast, sea-going 127 ft. twin screw cruising motor yacht. Completed Fall 1919. Speed up to 23 miles, four 220 H.P. 6 cyl. Standard air-starting and reversible motors (two set tandem on each shaft). Very heavily constructed. Dining saloon on deck; 3 double staterooms, 2 bath and toilet rooms. Splendid deck space; deck shelter aft of amidships. An unusual craft, embodying seaworthiness, speed, attractive appearance and comfort. Price low. Cox & Stevens, 25 Broadway, New York.



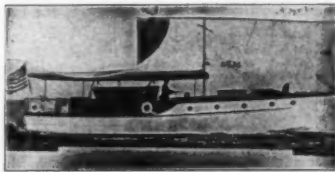
No. 883—FOR SALE OR CHARTER—Able, twin-screw 95 foot motor yacht. Speed up to 14 miles; two 6 cylinder, 125 H.P. Winton motors, new 1920. Dining saloon in deckhouse forward; below two double staterooms, main saloon, two bath and toilet rooms, etc. Handsomely fitted and furnished. Further particulars from Cox & Stevens, 25 Broadway, New York.



No. 603—FOR SALE—Twin-screw cruising power yacht, 83' x 14' 3/4" x 4' draft. Speed up to 14 miles; two 6 cylinder, 115 H.P. Speedway motors, new 1921. Large deckhouse forward containing dining saloon; 2 double staterooms, bath and toilet room below aft. Handsomely finished and furnished. Price attractive. Cox & Stevens, 25 Broadway, New York.



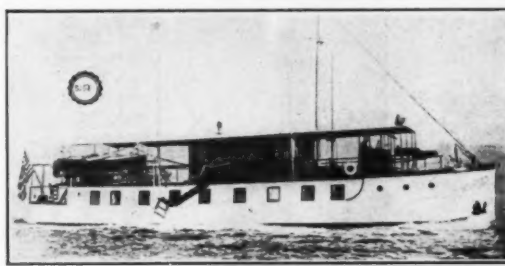
No. 3944—For Sale—Twin-screw cruiser; 60 ft. x 12 ft. x 3 ft. 7 in. draft. New 1920. Speed up to 14 miles; two 50 H.P. Sterling motors. Stateroom, saloon, bath and toilet, galley, etc. Price attractive. Cox & Stevens, 25 Broadway, New York.



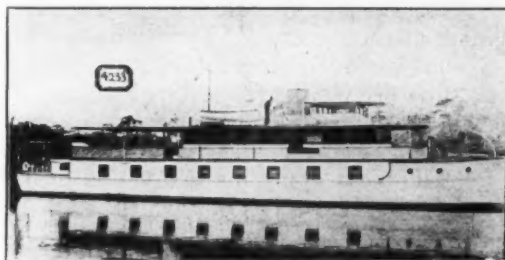
No. 2830—For Sale—Attractive 40' bridge deck cruiser in excellent condition. Two cabins, large afterdeck. Equipped with 50 H.P. heavy duty motor. Speed 11 miles. In commission. Cox & Stevens, 25 Broadway, New York.



No. 3622—BARGAIN—High speed 48' Twin-screw cruiser. Speed up to 28 miles; two 175-200 H.P. six cylinder Sterling motors. Double stateroom with toilet room forward; aft saloon with two pullman berths, toilet room and galley. Large cockpit. Cox & Stevens, 25 Broadway, New York.



No. 3151—For Sale or Charter—Particularly desirable twin-screw houseboat; 77 x 17.6 x 3 ft. Speed 11 miles; two 6 cylinder 60-70 H.P. Standard Motors new 1919. Large deckhouse containing social hall; main saloon, two double and two single staterooms, two baths and toilet rooms, etc. Handsomely finished and furnished. Cox & Stevens, 25 Broadway, New York.



No. 4233—For Sale or Charter—Practically new, twin screw motor houseboat, 100 ft. x 20 ft. x 3 ft. draft. Speed 10-11 miles. Exceptional accommodation includes five staterooms, three bath and toilet rooms. Dining room and library in deckhouse. Tastefully furnished throughout. Large deck space. Cox & Stevens, 25 Broadway, New York.



No. 2758—For Sale—Exceptionally roomy power yacht; 65 x 15 x 3' 6" draft. Speed 10 miles; 65 H.P. 20th Century motor. Accommodations include double and single staterooms, saloon with two transom berths, bath and toilet room aft; dining saloon in deckhouse forward. Deck space unusually large. Independent electric light plant. Cox & Stevens, 25 Broadway, New York.

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Plans and specifications for new yachts of any size or type should be prepared now to assure delivery for next year. Have plans of new yachts, all types, on file now.

We have a most complete and up-to-date list of steam and motor yachts of all sizes, sail, auxiliary, and houseboats, on file in our office, kept constantly up-to-date by a thorough and comprehensive canvass of the entire yachting field from time to time. We are in a position to submit full information on any type of boat, upon request.

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No. 8116—For Sale—L. O. A.—112 Ft.—Beam—22 Ft.

Most attractive cruising houseboat available at this time.

Seven large comfortable staterooms, two baths, big dining saloon, also music room on deck, fine crew's quarters, large roomy after deck. Cabins all well appointed with finest of equipment, completely furnished in commission with crew aboard ready for immediate delivery.

For full particulars, inspection and trial run.

Apply to—Henry J. Gielow, Inc., 25 West 43rd Street, N. Y. C.



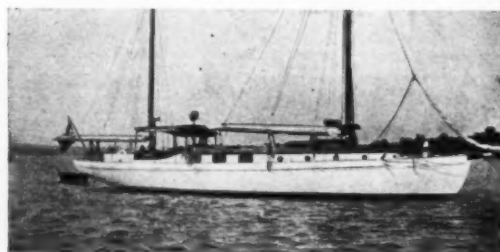
No. 7056—For Sale—Charter—Attractive cruiser with houseboat accommodations having three double staterooms, large deck house and lower saloon. Accommodate 6-9. Two 20th Century motors. Speed 10-11 miles. Bath, two toilets in owner's quarters. Dimensions are 88' x 16' x 3' 6". Hot water heat, electric plant. Completely equipped for cruising. Economical to run with crew of five men. Reasonable price. Henry J. Gielow, Inc., 25 West 43rd St., New York City.



No. 8375—Sale or Charter—Desirable brand new cruising houseboat, 55' x 15' 5" x 3, heavy construction, good finish. 60 H.P. heavy duty motor, deck controls, electric plant. Double, two single rooms, bath, saloon below and on deck. Economical with two crew. Complete. Henry J. Gielow, Inc., 25 W. 43d Street.



No. 8310—For Sale—Most desirable cruising houseboat, giving exceptional accommodations. 45' x 13' x 3'. Built best manner in 1921. Actual speed 9 miles. Double and single stateroom, saloon and deck saloon. Sleeps six. Crew staterooms forward. Delco plant, completely equipped. Near New York. Henry J. Gielow, Inc., 25 West 43d St., New York City.



No. 8440—Sale—Fine auxiliary shoal draft ketch, splendid condition, completely found, in commission near New York. 56x40x16x3'8", seagoing sail rig. Electric starting Sterling motor and deck controls. Speed 8 miles. Large saloon, double and single stateroom, large cockpit. Cruised Florida coastwise. Fine sea boat. Anxious to sell. H. J. Gielow, Inc., 25 W. 43d Street.

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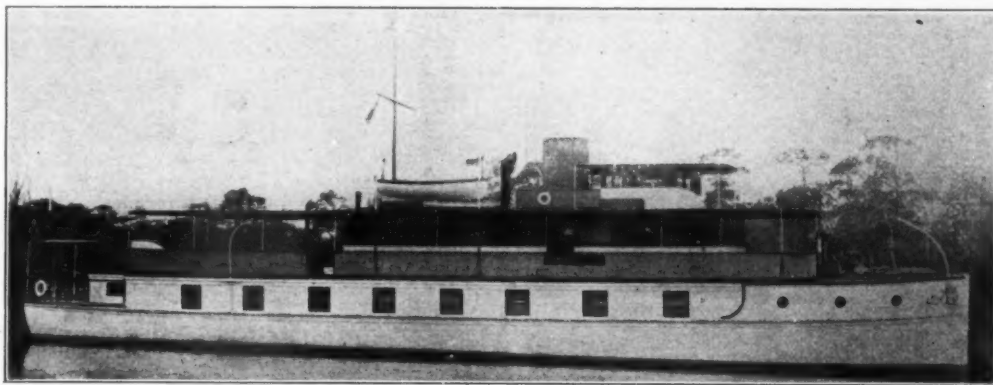
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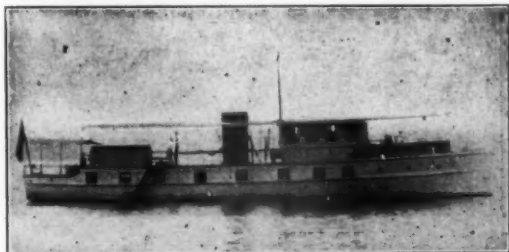
OFFER ALL OF THE DESIRABLE YACHTS AVAILABLE FOR SALE AND CHARTER, SOME OF WHICH ARE ILLUSTRATED BELOW



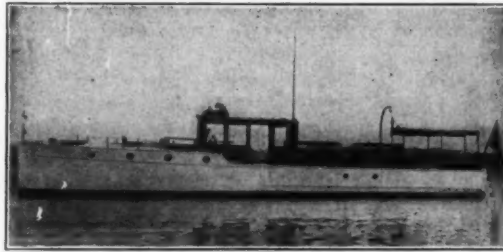
No. 1965—For Sale or Charter—This attractive twin screw houseboat 100' x 22' x 3' draft. Speed 10 miles. Accommodations include 5 staterooms, 3 baths, dining saloon and large deck saloon and crew's quarters. Attractively furnished and in first class condition.



No. 1804—For Sale or Charter—at reasonable price, as Owner has purchased larger yacht, this commodious oil burning steam houseboat, 100 ft. by 23 ft. by 6 ft. 6 in. Seven staterooms and two baths, large saloon 26 ft. by 16 ft. and large dining saloon. Two launches, gig and work boat. Completely equipped with silver, crystal, linen, refrigerating plant, etc. Inspectable near New York.

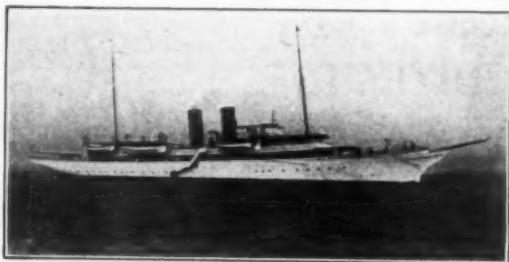


No. 1889—For Sale—Very desirable twin screw houseboat 80' x 17' x 3'. Sterling motors, speed 10 miles, 3 staterooms, social hall, dining saloon, galley, engine room and crew's quarters.

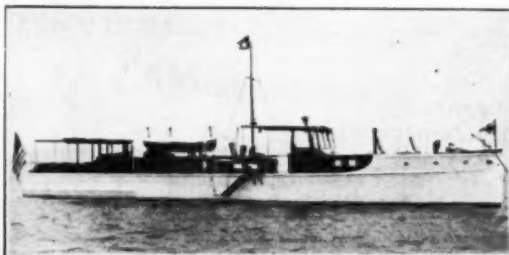


No. 9078—For Sale—Fast express cruiser, 48' x 10' x 3', with twin-screw Van Blerck motors, 150 H.P. each, speed 24 miles, stateroom and saloon, toilet, galley, engine room and crew's quarters.

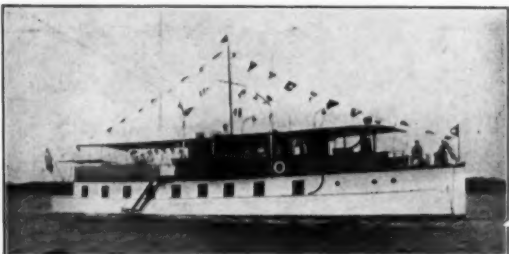
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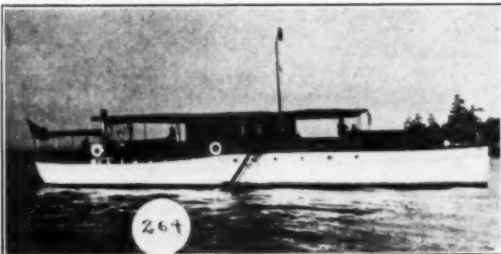
No. 130—FOR SALE—Large seagoing steam yacht, 263' x 29' x 16' draft. Palatial accommodations. Owner will sacrifice for immediate sale. For further particulars, apply to R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.



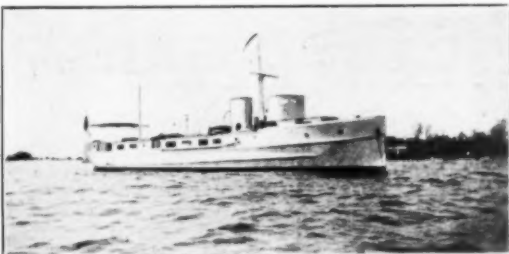
No. 3258—FOR SALE—One of the finest twin screw cruising yachts now on the market. Delivered new August 1924, 70' x 14' x 3' 6" draft. Just the boat for Florida. Speedway motors speed up to 20 M. P. H. Two double staterooms, one bath, two toilets, large saloon; sleep eight persons. Do not delay inspecting this cruiser if interested. For further particulars apply R. M. HADDOCK, 50 East 42nd Street, New York City.



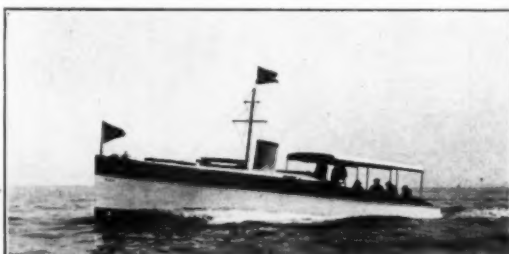
No. 225—FOR SALE—Mathis twin screw house boat, 80' x 18' x 3' draft. Four double staterooms, hot water heating plant—all equipment of the very best, two 90 H.P. Standard motors. Speed up to 12 M. P. H. For further particulars apply R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.



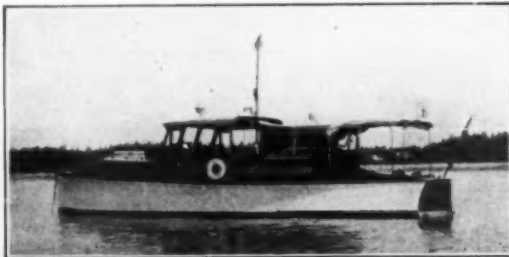
No. 264—FOR SALE or charter twin screw motor houseboat, 84' x 17' x 3' 6" draft. Located New York City ready to start South on short notice. Accommodation for 6 to 9 persons. Price very attractive. For further particulars apply R. M. HADDOCK, 50 East 42nd Street, New York City.



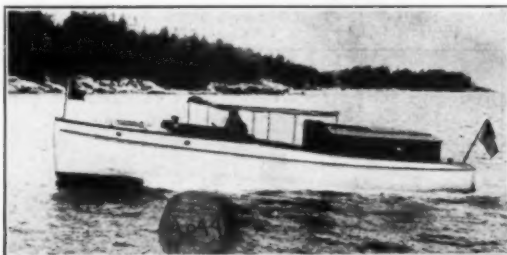
No. 316—FOR SALE—At a bargain figure Heavily constructed bridge deck cruiser, 59' O. A., 90 H.P. Sterling motor—speed up to 12 M. P. H. One double stateroom and large saloon. Plainly finished throughout. Could be converted for commercial purposes if desired. For further particulars apply R. M. HADDOCK, 50 East 42nd Street, New York City.



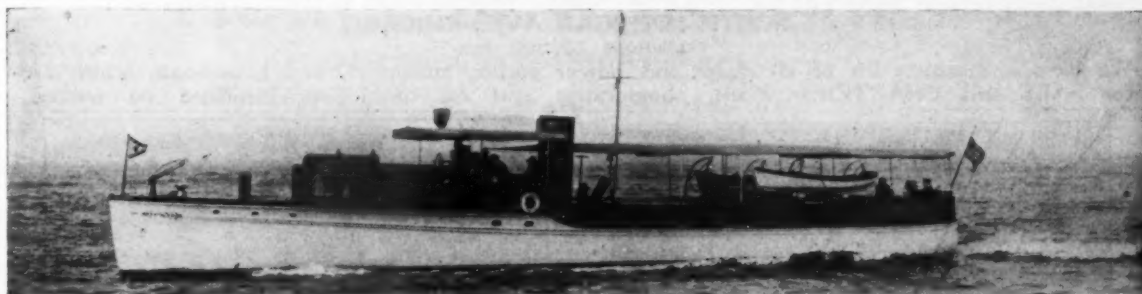
No. 4143—For Sale—Fast raised deck express cruiser L. O. A. 47', speed up to 28 M.P.H. Murray & Tregurtha 300 H.P. motor; sleeps four persons. Immediate delivery. Price low. Ideal boat for Southern fishing. For further particulars apply R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.



No. 471—FOR SALE—Fast Lawley designed and built express cruiser. Sterling motor, speed up to 30 M. P. H. L. O. A. 43', beam 9', draft 3', adaptable for day sailing or commuting service. For further particulars apply R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.



No. 4044—FOR SALE—Bridge deck cruiser, 38' x 9' x 2' 6" draft suitable for Florida. Speed up to 18 M. P. H. Price very attractive. For further particulars apply R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.



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Large Deck Dining Saloon



Comfortable Owner's Stateroom

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Everyone knows that the most enjoyable way to spend the winter in Florida is to cruise there in a yacht. The inside route makes a trip south safe and easy for a good boat and the yachtsman finds many delightful harbors to visit between New York and Key West. There is a very short run by canal and river to Chesapeake Bay and from there all the way to Florida, there is good fishing and shooting.

Here is your chance for a real vacation, the kind you have always hoped to make. We are offering for sale this fall a particularly handsome power cruiser No. 2589, that would make an ideal craft for a trip to the Sunny South. This is a modern twin screw yacht, 83' overall, 76' waterline, 13' 6" beam and 3' 6" draft. The accommodations include large staterooms, bathroom, deck dining saloon and galley.

For sale only because owner has purchased another yacht. Price very attractive.

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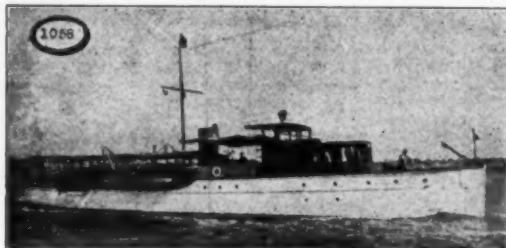
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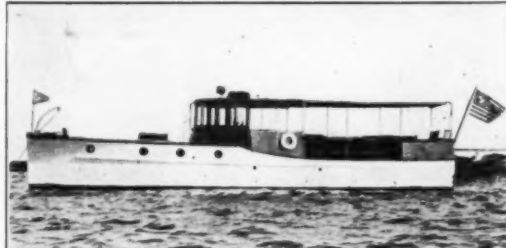
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We have a complete list of all steam and power yachts, auxiliaries, and houseboats, which are for **SALE** and **CHARTER**. Plans, photographs and full particulars furnished on request.



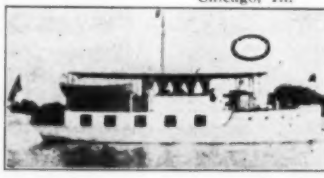
No. 1058—For Sale—Desirable twin screw cruiser new 1921 93' x 13' x 5'. Powered with two 80-110 H.P. 6 cylinder Winton motors. Large deck dining saloon. Very commodious. Owner's double stateroom with large bath and dressing room. One double and single guest stateroom. Very attractively finished and equipped. Further particulars. Henry C. Grebe & Co., Inc., 6 North Michigan Ave., Chicago, Ill.



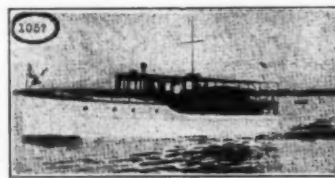
No. 1082—For Sale—45' x 11' x 3' 4" bridge deck cruiser. Finest construction, mahogany planked interior and exterior beautifully mahogany panelled. Copper and bronze fastened thruout. Sleeps 6-8, has two toilets, separate engine room equipped with 6 cyl. motor, electric light plant. Speed up to 15 miles. As good as new. Price attractive for immediate sale. Henry C. Grebe & Co., Inc., 6 N. Michigan Avenue, Chicago, Ill.



No. 1018—For Sale—54' Great Lakes express cruiser. New 1922. Speed 20-25 miles per hour. Double stateroom and large main saloon. Two toilets and shower bath. Well equipped and in excellent condition. Henry C. Grebe & Co., Inc., 6 North Michigan Ave., Chicago, Ill.



No. 945—For Sale or Charter—Modern 52' houseboat. Recent build. One single, one double stateroom and bath. Attractively furnished. Henry C. Grebe & Co., Inc., 6 North Michigan Ave., Chicago, Ill.



No. 1057—For Sale—Twin screw. New 1921; 50 ft. x 12 ft. x 3 ft.; very complete and in excellent condition. Sleeps six comfortably in owner's quarters. Has comfortable deckhouse and roomy after-deck. Reasonable price. Henry C. Grebe & Co., Inc., 6 North Michigan Ave., Chicago, Ill.

HENRY H. JENNINGS
HERMAN JAGLE

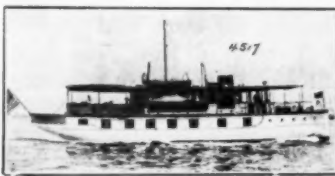
H. H. JENNINGS COMPANY

YACHT and SHIP BROKERS
TRIBUNE BUILDING
Cable Address
Yachtbroco, Newyork
154 Nassau Street
New York City
Surveying
Marine Insurance

Our 25 Years' Experience and Our Knowledge of the Yachts We Offer, Insure Satisfaction to Clients



No. 2119—52 ft. cruiser. Double stateroom. Two berths in main cabin. Two toilets. Two berths and toilet for crew. 130-150 H.P. Speedway motor. Speed 15 miles. Electric lights, etc.



No. 4517—Sale or charter. Twin screw Houseboat, 70' x 16' 6" x 3' 6". Three double and one single stateroom. Large deckhouse containing dining and living room. Two toilets and bath. Two 70-80 H.P. motors. Speed 12-14 miles. Hot water heat. Electric lights, etc.



No. 2254—56 ft. cruiser. Two double staterooms. Two upper and two lower berths in main cabin. Two toilet rooms. Two berths and toilet for crew. 90 H.P. Sterling motor. Speed 13-14 miles. Electric lights, etc.



No. 2106—Twin Screw Express Cruiser, 52' x 11' 4" x 3'. Double stateroom with two berths. Main cabin with two berths. Two toilets. Two berths for crew. Two Speedway motors. Speed 22 miles. Electric lights, etc. Splendid proposition.



No. 4399—For sale or Charter in Florida waters. Twin Screw Houseboat, 80 ft. x 18 ft. x 3 ft. draft. Seven staterooms, two bathrooms. Large deckhouse containing large dining saloon galley and social hall. Good crew's quarters with bath. Two 120 H.P. Sterling motors. Speed 11-12 miles. Electric lights. Price attractive.



No. 4513—For Charter in Florida waters, December, January and February. Twin Screw Houseboat, 60 ft. long. Three double staterooms; two berths in main saloon. Large deckhouse containing pilothouse and dining saloon. Two toilets and bath. Good crew's quarters. Two 40-50 H.P. motors. Speed 12-13 miles. Best houseboat of her size available. Moderate charter rate.

FRANK BOWNE JONES

TELEPHONE
Whitehall 1170

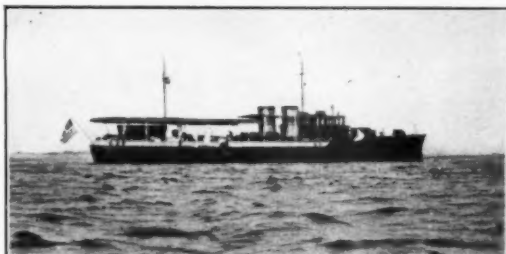
YACHT AGENT and SHIP BROKER

CABLE ADDRESS
"Windward", N.Y.

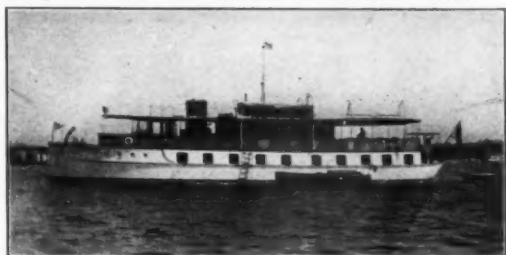
CUNARD BUILDING, 25 BROADWAY, NEW YORK

OFFICE No. 1051

SALES AND CHARTERS—NAVAL ARCHITECTURE—MARINE INSURANCE



No. 7560—Modern Steel Steam Yacht—Express Type—Oil Burning—Low Price—also available for Southern charter.



No. 5097—80' Mathis Power House Yacht. Condition good as new. Available for either purchase or charter.

YACHTS SPECIALLY OFFERED THIS MONTH

No. 5620—195' Ocean-going Steel Steam Yacht. Built to Lloyds Highest Rating.

No. 7439—135' Modern Steel Sea-going Power Yacht—Diesel motors—The latest thing in design and construction.

No. 2277—115' Power House Yacht Lawley built—Twin screw—Exceptional accommodations—Either for purchase or charter.

No. 495—85' Modern Power House Yacht. Mathis built. A. I. condition. For sale or will charter for Florida season.

No. 1881—83' Power cruiser with accommodations of a House Yacht—Twin screw. Light draft. Now in commission.

No. 5562—60' "V" Bottom cruiser. Twin screw. Good accommodations. Low price.

No. 4606—52' Consolidated Bridge Deck cruiser. Speedway motor. Attractive price. Now in commission.



Yachts of Many Types For Sale and Charter

Just let me have your requirements

Gordon Munroe

Yacht Broker

Naval Architect

66 Grampian Way, Boston 25, Mass.

Telephones

 Vanderbilt 0596
 8415

RIGG'S YACHT AGENCY

350 Madison Ave. (at 45 St.) NEW YORK

Cable Address

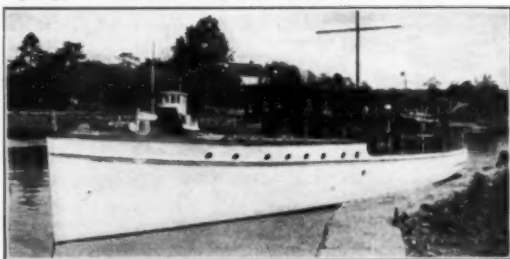
"Rigging"



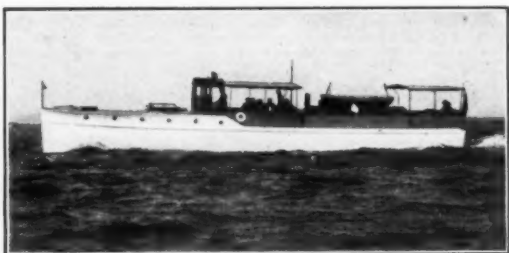
FOR SALE.—No. 473—Floating Sailing Park Avenue Apartment. Schooner rigged, with power. Ideal for a large family, dogs, cats, babies and everything. Shoal draft. No better boat afloat for a cruise to Florida. Sails well, and does 7 m. p. h. under power. Cheap for immediate sale. Apply Rigg's Yacht Agency, 350 Madison Ave., New York.



FOR SALE.—No. 1202. First class bridge deck power cruiser. Dimensions 38 x 10 x 3 ft. draft. Palmer motor only one year old. Electric lights, gas stove, and all modern conveniences. The best little cruiser we have been able to offer for some time. Quick action necessary if you want her. Apply Rigg's Yacht Agency, 350 Madison Ave., New York.



FOR SALE.—No. 207. Twin screw bridge deck power cruiser. Dimensions 72 x 15 x 3' 10" draft. Very able and a splendid sea boat. Owing to her great beam she has a world of room both on deck and below. Two large double staterooms. Sterling motors, speed 15 m. p. h. Very reasonable price. Blueprints, description, and price from Rigg's Yacht Agency, 350 Madison Ave., New York.



FOR SALE.—No. 259. Owned by an estate and can be bought very cheaply if sold quickly. Herreshoff express cruiser 66 x 11.6 x 3. Two Van Blerck motors. Speed 20 m. p. h. Apply RIGG'S YACHT AGENCY, 350 Madison Avenue, New York City, New York.

WILLIAM GARDNER & CO.

Naval Architects, Marine Engineers and Yacht Brokers

Phone 8638 Bowling Green

No. 1 BROADWAY, NEW YORK

Cable Address: Yachting, N.Y.



No. 1802—Sale and Charter—Steel, twin screw power yacht, 110' x 16'; two 6-cylinder Standard motors. Very large deck house and exceptional owner's accommodations. Plan and full details gladly submitted.



No. 103—For Sale or Charter—Eighty-foot recently built Mathis houseboat, two 6 cylinder Standard motors, four staterooms, large deckhouse; speed 12 miles. Write for further particulars.



No. 4936—For Sale—Twin screw power yacht, 72' x 15' x 4'. Two new 6 cylinder Sterling motors installed 1923. Speed 15 miles. Sleeping accommodations for six or eight in owner's party.



No. 1958—Attractive cruiser; excellent accommodation and deck space; 65' x 13' x 3' 6"; Twentieth Century motor; everything in first-class shape.

WILLIAM GARDNER & CO. HAVE A COMPLETE LIST OF YACHTS OF EVERY DESCRIPTION FOR SALE AND CHARTER. PLANS, PHOTOS, AND FULL PARTICULARS FURNISHED ON REQUEST

Telephone
Vanderbilt 0969
Cable Address
Yachtsan, N. Y.

HARRY W. SANFORD

501 FIFTH AVENUE, (42 St.), N. Y.

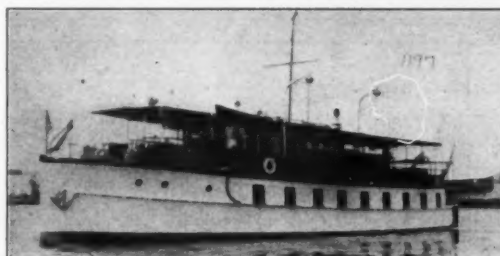
YACHT BROKER
INSURANCE
APPRAISER

Our Motto:

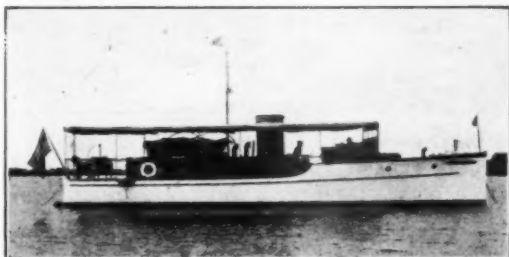
"To offer yachts, whether large or small, which will be a pleasure for you to own and a recommendation for us to sell; to render such service as to have you feel you would like to do business with us again."



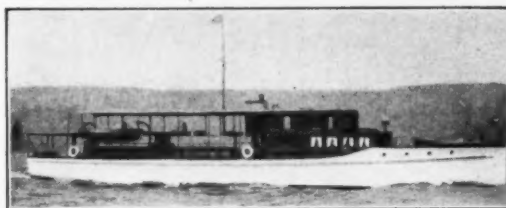
No. 1629—For Sale—A marine "Rolls Royce"—50' twin screw mahogany express cruiser. Speed 30 miles. A perfect beauty.



No. 1197—For Sale or Charter—80' twin-screw cruising houseboat, speed 13 miles; 4 staterooms, 2 bathrooms, etc. Beautifully furnished.



No. 979—For Sale—52' cruiser, speed 16 miles, 1 double stateroom and saloon sleeping 7 persons. Beautifully furnished and in best of condition.

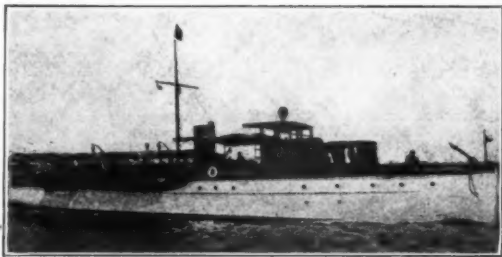


No. 1492—For Sale—81' twin-screw cruiser, speed 16-17 miles; 3 staterooms, bath, etc. Unusually attractive and has had the best of care.

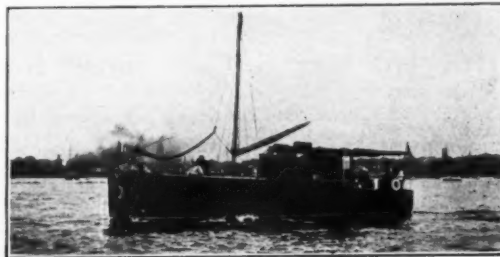
Murray Hill 3810
NAVAL ARCHITECT

JOHN H. WELLS
347 MADISON AVENUE
NEW YORK CITY

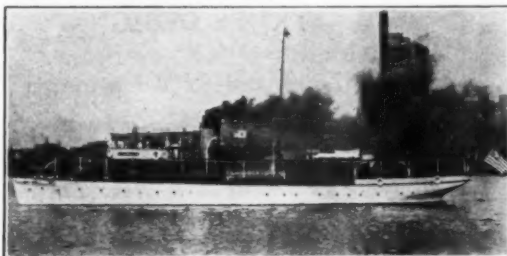
YACHT BROKER



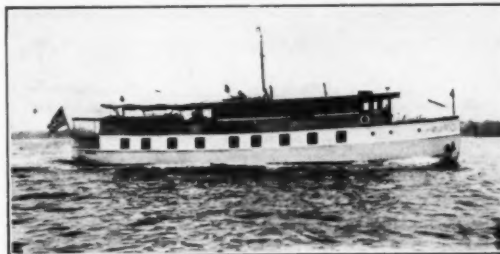
FOR SALE—One of the finest of the late cruising yachts; built in 1921, 93' over all, 15' beam, 4'-8" draft. Powered with two 6 cylinder 80 H.P. Wintons. John H. Wells, 347 Madison Avenue, New York City.



FOR SALE—45' off shore cruiser, 12' beam, 4'-6" draft, powered with 50 H.P. Motor. Built in Maine 1924. Stateroom and private toilet, main cabin, deckhouse, toilet and galley. Owner building larger boat.



FOR SALE—Medium sized steel steam yacht in first class condition as far as plating and machinery are concerned. 122' over all, 17' beam, 6'-6" draft. Speed up to 16 M. P. H. Four double and one single staterooms, three toilets and two baths. Large music room and dining room in deckhouse. Has been used in fresh water. Price right to close estate.



FOR SALE—One of the most popular houseboats in Southern and Northern waters. 85' over all, 19' beam, 3'-2" draft. Remarkable accommodations—two double and three single staterooms, two baths and two toilets. Can be had at low figure at this time. Complete for cruising and in commission. Further particulars, John H. Wells, 347 Madison Avenue, New York City.

THE MOTOR BOATING MARKET PLACE

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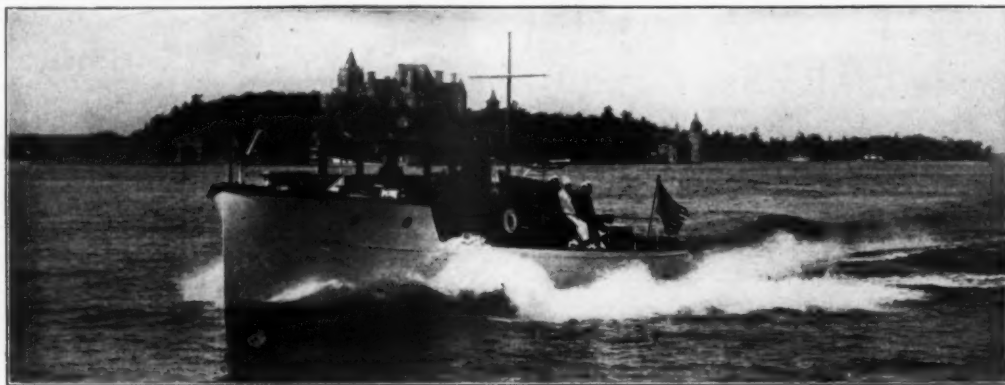
Cut one inch deep, two inches wide..... \$9
Cut 1½ inches deep, three inches wide..... \$12
Cut 2¼ inches deep, four inches wide..... \$20
Cut 2½ inches deep, six inches wide..... \$25

Classified advertisements set entirely in small light face type. No extra charge for capitals. Bold face type used at display rate, \$12 per inch, single column. New advertisements can be accepted up to fifteenth of month for following issue.

Opportunities for the Motor Boatman

Before you buy or before you sell examine the exceptional buying and selling opportunities under this heading. They comprise the best offers of the month. Please mention MoToR Boating.

MoToR Boating, 119 West 40th St., New York



FOR SALE — MISS LIBERTY II A GREAT LAKES EXPRESS CRUISER, 62' x 12' x 3½'

Miss Liberty II is completely fitted out, fully conditioned and ready to launch. She has been at the Lawley yard, Boston, since last fall during which time the captain in charge has had her thoroughly overhauled in every detail. The power plant consists of two special Sterling GR eights which give an economical cruising speed of 21 miles at 1000 R. P. M.; at full throttle they drive the boat at 28 to 30 miles an hour. It has every engine room necessity for most efficient power and the electrical equipment includes Edison Storage Batteries, with generator and electrically driven bilge pumps for all compartments. Since she was originally launched Miss Liberty II has had \$15,000 spent in remodeling her interior which is of thoroughly seasoned mahogany, beautifully grained and paneled; the upholstery is in imported broadcloth, with

extra slip covers. On the bridge deck and runways aft it has heavy rubber matting with the yacht's name inset; there is a special Lawley-built companionway ladder, also a canopy over the after cockpit.

Miss Liberty II is fully equipped in every way for long distance cruising. She has tanks for 400 gallons of fresh water and 500 gallons of gasoline, a large galley and commodious storage space.

The forward cabin accommodates four people, and the after cabin four, in addition to the owner's stateroom with shower bath adjoining. The crew's quarters for three are forward of the galley. All cabins and quarters have full toilet facilities. Under the after cockpit is a built-in cold storage space for fish or game, and the cabin adjoining is provided with adequate space for rods and guns.

All in all, Miss Liberty II is the most ideally equipped gentleman's express cruiser in Boston waters.

For price and terms address the owner.

Humphrey Birge, 197 Hot Springs Road, Santa Barbara, California, or Captain William Farmer, care of Geo. Lawley & Son Corp., Neponset, Boston, Mass.

TRIMOUNT WHISTLE BLOWER OUTFITS

Friction contact with
engine flywheel.
8 sizes.

A tremendous success—a high-speed, bronze
Power Pump for \$15.00

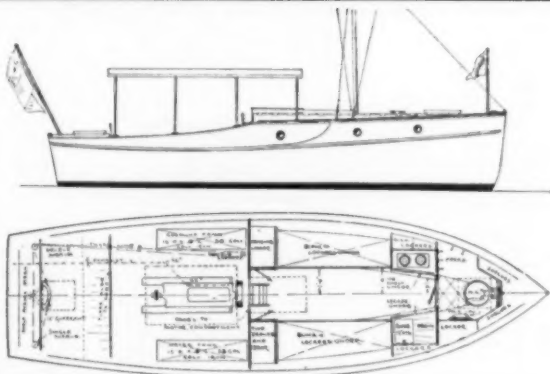
TRIMOUNT ROTARY POWER CO.
294 Whiting Ave., East Dedham, Mass.

TRIMOUNT ROTARY HAND BILGE PUMPS

All bronze composition.
Suction lift 6
to 20 feet.
8 sizes.

For sale cheap, Herreshoff water tube boiler, triple expansion engine, vacuum pumps, boiler feed pumps, Schutte & Koerting oil burning equipment, lighting engine and generator, all as now being removed from fast express steam yacht, now in commission. Drawings and details furnished upon application. Triple expansion engine is 7 by 11½ and 18 by 10—250 H.P. Will sell cheap for immediate sale. W. E. S. Dyer, Phila., Pa.

Yacht Master—Position wanted by Down East-er. At present on large steamer. Have license, Master Ocean Steamships, any size, any ocean; three pilot endorsements, twelve years sea experience, four as Chief Officer, Ocean Steamers, competent and qualified to navigate vessel anywhere. A record for service that will stand investigation. References New York or Boston. At present in South America; returning early October. Captain S. Care of Motor Boating.



WM. ATKIN'S DESIGN

30 ft. Cruiser—9 ft. 2 in. Beam
With 18—24 H. P. Red Wing motor

\$3300.00

f. o. b. New York

Time payments arranged in New York
and Vicinity

Ask for descriptive circular

J. WORTSMANN

154 Nassau Street

New York City



BUY YOUR BOAT NOW!

At Fall Prices

- 93' x 15' x 4' 6" Bridge Deck. (2) 80 H.P. Wintons.
 80' x 14' x 3' 6" Bridge Deck. (2) 75 H.P. Standards.
 72' x 12' 6" x 4' Raised Deck. (2) 150 H.P. Wintons.
 68' x 13' x 3' Bridge Deck. (2) 40 H.P. Lambos.
 65' x 14' x 4' 7" Bridge Deck. 80 H.P. Winton.
 63' x 11' x 3' 8" Bridge Deck. 75 H.P. Standard.
 60' x 12' x 3' 7" Bridge Deck. (2) 50 H.P. Sterlings.
 58' 6" x 12' x 4' Bridge Deck. 90 H.P. Murray & Tregurtha.
 57' x 10' 5" x 3' V-bottom Cruiser. 50 H.P. Doman.
 54' x 11' x 3' Bridge Deck. (2) 15 H.P. Storks.
 53' x 13' x 3' Bridge Deck. 40 H.P. Doman.
 51' x 11' 4" x 3' 6" Bridge Deck. 37 H.P. Standard.
 50' x 11' 2" x 3' Bridge Deck. 50 H.P. 20th Century.
 50' x 14' x 2' 10" Raised Deck. 60 H.P. Niagara.
 47' x 9' 10" x 3' Bridge Deck. 100 H.P. Van Blerck.
 45' 6" x 11' x 2' 10" Bridge Deck. 150 H.P. Van Blerck.
 45' 10" x 10' 7" x 3' 4" Bridge Deck. Elco. 37 H.P. Standard.
 50' 10" x 10' 4" x 3' 3" Bridge Deck. Elco. 150 H.P. Sterling.
 41' 4" x 9' 9" x 3' 6" Bridge Deck. 60 H.P. Loew-Victor.
 41' x 10' x 3' 6" Raised Deck. 85 H.P. Sterling.
 40' x 12' x 3' Raised Deck. 30 H.P. Vulcan.
 40' x 9' x 3' 6" Raised Deck. (2) 20 H.P. Kermaths.
 38' x 10' x 3' 3" Bridge Deck. 24 H.P. Palmer.
 38' 6" x 10' x 2' 6" Bridge Deck. 45 H.P. Scripps.
 37' x 10' 6" x 3' Inclosed Bridge. 24 H.P. Johnstone.
 33' x 8' 6" x 2' 6" Raised Deck. 50 H.P. Wisconsin.
 32' 4" x 8' 10" x 3' Raised Deck. 40 H.P. Wisconsin.
 32' x 9' x 2' 6" Raised Deck. 35 H.P. Sterling.
 32' x 8' 6" x 2' 6" Elco Cruiser. 30 H.P. Wisconsin.

EXPRESS CRUISERS

- 72' x 14' x 3' 4" Express Cruiser. (2) 400 H.P. Allisons.
 66' x 11' 6" x 3' Mahogany hull. (2) 200 H.P. Van Blercks.
 62' x 12' 6" x 3' Great Lakes Cruiser. (2) 180 H.P. Speedways.
 57' x 11' x 4' Inclosed Bridge. 125 H.P. Van Blerck.
 55' x 11' x 2' 9" Hand V-bottom. (2) 150 H.P. Van Blercks.
 54' x 11' x 3' 4" Great Lakes. 200 H.P. Van Blercks.
 52' x 11' 4" x 3' 4" Seabury Cruiser. (2) 135 H.P. Speedways.
 50' x 10' 6" x 3' 9" Great Lakes. 200 H.P. Van Blercks.
 50' x 11' x 3' Albany Cruiser. (2) 150 H.P. Van Blercks.
 48' 6" x 10' 4" x 3' 6" Lawley Cruiser. (2) 200 H.P. Sterlings.
 45' x 10' 4" x 2' 9" Rochester Cruiser. 85 H.P. Sterling.
 42' x 9' x 2' 11" Lawley Cruiser. 300 H.P. Sterling.

HOUSE BOATS

- 100' x 22' x 4' House Boat. (2) 100 H.P. Fairbanks-Morse.
 77' x 18' 6" x 2' 6" Mathis. (2) 50 H.P. 20th Centuries.
 73' x 16' 6" x 3' 6" N. Y. L. & Eng. Co. (2) 50 H.P. 20th Centuries.
 70' x 17' x 3' House Boat. (2) 35 H.P. Palmers.
 60' x 14' x 2' 6" J. M. Watts design. (2) 75 H.P. Standards.
 60' 8" x 16' 2" x 3' 2" Mathis. 75 H.P. Standard.
 55' x 15' x 3' 1924-Houseboat. (2) 40 H.P. Doman.
 52' x 14' x 3' 6" Mathis. 37 H.P. Standard.

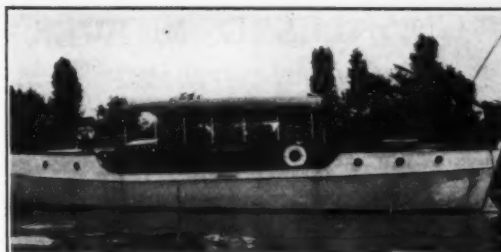
AUXILIARIES

- 136' x 25' 6" x 14' 3" Auxiliary Schooner. 125 H.P. Murray & Tregurtha.
 75' x 18' x 4' C. B. Aux. Schooner. 40 H.P. J.V.R.
 63' 6" x 15' 6" x 4' C. B. Aux. Yawl. 40 H.P. Scripps.
 60' x 16' x 4' C. B. Aux. Schooner. 40 H.P. Frisbie.
 44' x 13' x 5' Keel Yawl. 12 H.P. Palmer.
 47' x 14' 4" x 3' 6" Marconi Aux. Schooner. 37 H.P. Standard.
 43' x 11' 6" x 3' 10" C. B. Aux. Yawl (Crosby). 16 H.P. Standard.
 43' 6" x 11' 10" x 4' Sloop Bored for power (no engine).
 40' 10" x 14' x 5' 6" Aux. Keel Schooner. 12 H.P. Lathrop.
 40' x 10' x 3' Chesapeake Bugeye. 7 H.P. Regal.
 39' 6" x 12' x 3' 6" C. B. Aux. Yawl (Crosby). 5 H.P. Milanus.
 35' x 12' 6" x 3' 6" C. B. Yawl. 12 H.P. Beaver.
 32' 8" x 12' x 5' Keel Aux. Yawl. 18 H.P. Gray.
 31' 10" x 12' x 4' 6" Keel Cat Ketch. 7 H.P. Frisbie.
 30' x 10' x 2' Crosby Cat Boat. Built 1914.

And many other type yachts and commercial boats.

YACHTMEN'S SERVICE AGENCY

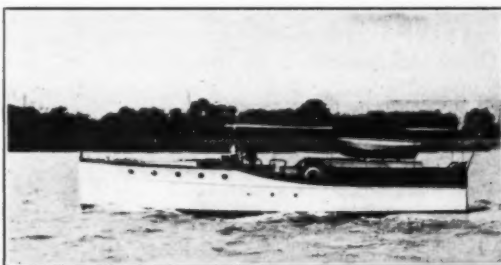
1233 Real Estate Trust Bldg., Phone: Walnut 4830
 PHILADELPHIA, PA.



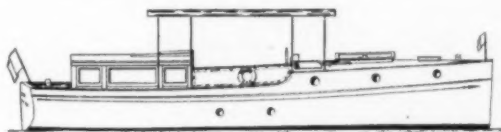
Motor Boat Osprey II—Canopied Bridge Deck, length 44 ft., sleeps seven. Two toilets and washbowls, three cabins, galley, four-hole shipmate, three-hole gasoline stove, sink, sixty-gallon fresh water tank with pump; built in buffet, dish locker, coal and wood storage, two built-in clothes lockers, folding table, four spring berths forward, full size and three-quarter size spring beds aft, built-in chiffonette, shoe locker, linoleum under carpet, bedding lockers, ample drawer and storage space, 35 H. P. heavy duty, Sterling engine, air compressor, tank whistle and bilge pump attached; bronze shaft, Blood Bros. Universal, 28" Hyde wheel, one hundred gallon gasoline capacity. Entirely overhauled. Good, comfortable boat for Florida. Clinker Dinghy holds seven. Shown by appointment. A. H. Rich, 143 No. Wabash Ave., Chicago.



For Sale—Day cruiser 35' x 6' 2", complete, electrically equipped, hull in best of condition finished in mahogany and oak, powered with 40 horse Ultra six Lewis motor with self starter in perfect condition, speed of boat 14 miles per hour. Price complete, \$1,200, on Cayuga Lake, Charles A. White, Interlake, Sen. Co., New York. (Boat builder)



42' 10 1/2" x 10' x 2' 9" V-Bottom Bridge Deck Cruiser, Hacker design. Built 1923, 150 HP six cylinder, Van Blerck, speed 13 knots. Accommodations eight, four in forward and four in aft cabin. Two toilets, large galley, separate electric light plant. Boat exceptionally well equipped. Just the outfit for Florida cruising. An opportunity to obtain practically a new boat at half cost. For further particulars write to Yachtmen's Service Agency, 1233 Real Estate Trust Bldg., Phila., Pa.



I have just finished the plans and specifications for this little cruiser, 36' x 8' 6" and am going to have her built. Anyone planning to order a boat can save money for both of us by eliminating the expense of designing and taking advantage of the builders reduction for more than one boat. Details from Willard H. Curtis, 233 Clermont Ave., Brooklyn, New York. Phone, Prospect 7514-M.

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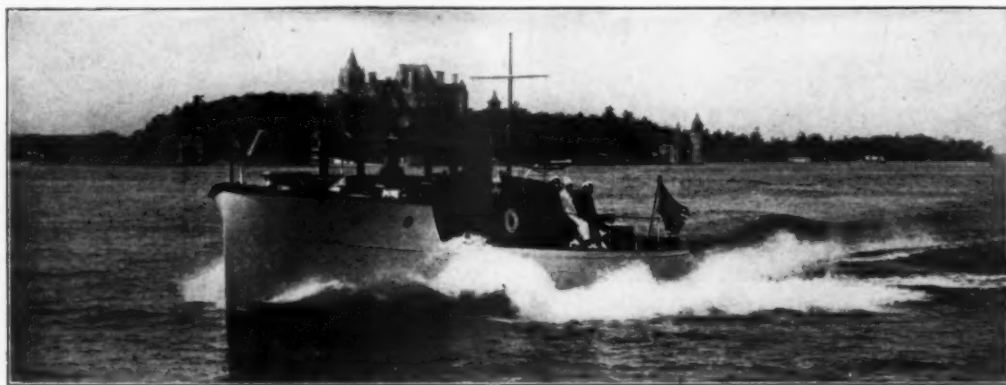
Cut one inch deep, two inches wide..... \$ 9
Cut 1 1/4 inches deep, three inches wide..... \$12
Cut 2 1/4 inches deep, four inches wide..... \$20
Cut 3 1/4 inches deep, six inches wide..... \$25

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MoToR Boating, 119 West 40th St., New York



FOR SALE — MISS LIBERTY II

A GREAT LAKES EXPRESS CRUISER, 62' x 12' x 3 1/2'

Miss Liberty II is completely fitted out, fully conditioned and ready to launch. She has been at the Lawley yard, Boston, since last fall during which time the captain in charge has had her thoroughly overhauled in every detail. The power plant consists of two special Sterling GR eights which give an economical cruising speed of 21 miles at 1000 R. P. M.; at full throttle they drive the boat at 28 to 30 miles an hour. It has every engine room necessity for most efficient power and the electrical equipment includes Edison Storage Batteries, with generator and electrically driven bilge pumps for all compartments. Since she was originally launched Miss Liberty II has had \$15,000 spent in remodeling her interior which is of thoroughly seasoned mahogany, beautifully grained and paneled; the upholstery is in imported broadcloth, with

extra slip covers. On the bridge deck and runways aft it has heavy rubber matting with the yacht's name inset; there is a special Lawley-built companionway ladder, also a canopy over the after cockpit.

Miss Liberty II is fully equipped in every way for long distance cruising. She has tanks for 400 gallons of fresh water and 500 gallons of gasoline, a large galley and commodious storage space.

The forward cabin accommodates four people, and the after cabin four, in addition to the owner's stateroom with shower bath adjoining. The crew's quarters for three are forward of the galley. All cabins and quarters have full toilet facilities. Under the after cockpit is a built-in cold storage space for fish or game, and the cabin adjoining is provided with adequate space for rods and guns.

All in all, Miss Liberty II is the most ideally equipped gentleman's express cruiser in Boston waters.

For price and terms address the owner.

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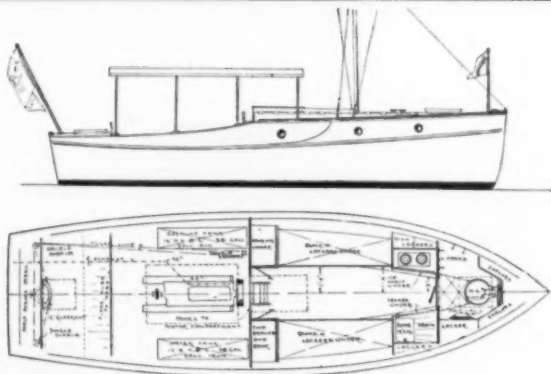
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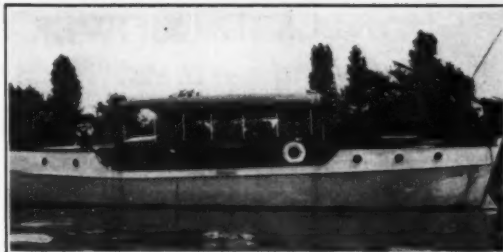
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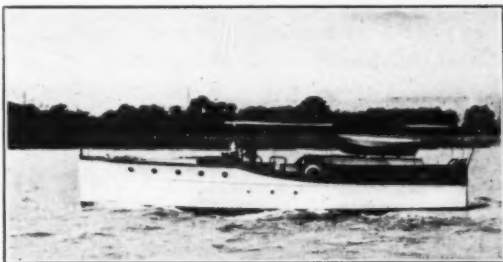
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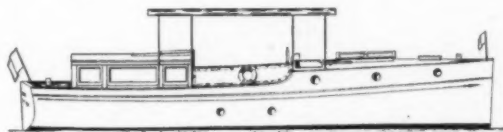
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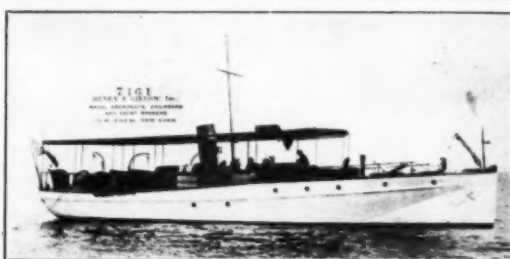
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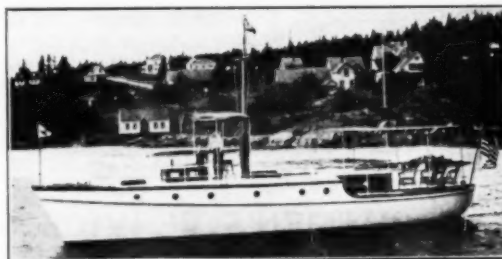
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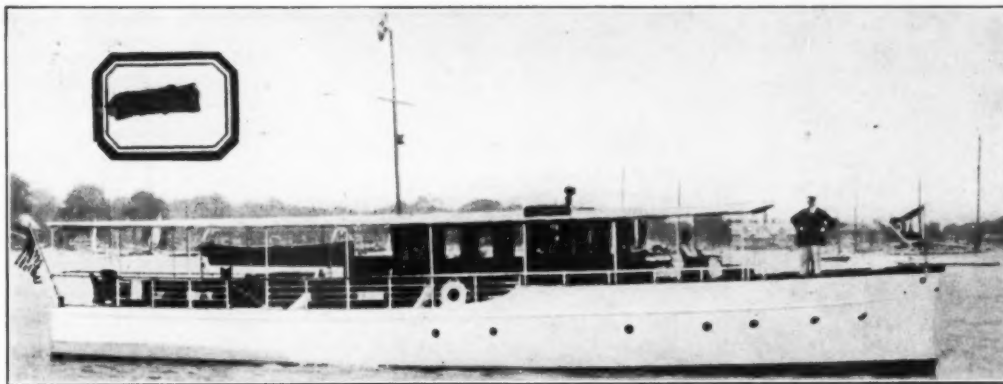
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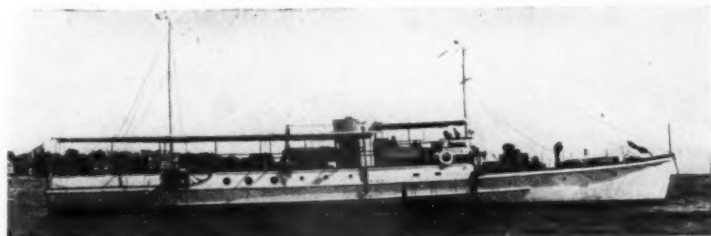
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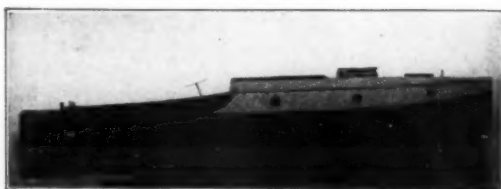


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Yard & Shop

(Continued from page 46)

has been instructed that when vessels desiring to use the lights appear off the lighthouse at Owl's Head and make a signal for the lights to be turned on (the signal consists of one long blast followed by two short blasts and then by three short blasts) the lighthouse keeper will throw the switch. The only condition imposed on the use of these range lights is that when the vessel using them is finished they again return to the lighthouse and make the same signal so that the lights may be turned off.

Pumps on the Coast Guard Craft

We have been advised that the fleet of new boats being built for the United States Coast Guard by builders throughout the country are being equipped as standard equipment with the Erico electric bilge pump made by the Hubbard H. Erickson Co., Chicago. This little pump as is well known is designed to handle a large volume of bilge water or other fluids, and is fitted with an electric motor of suitable voltage to fit the needs of practically any standard installation. The Nepenthe II on which Van Campen Heilner made his cruise through the West Indies and which is now being described in the story "Beneath the Southern Cross" in *MOTOR BOATING*, was also fitted with the Erico pump, and we learn from Mr. Heilner that this pump functioned perfectly throughout the long and strenuous cruise.

The Reversible Propeller

Many requests are still being received for reversible propellers, and it is a pleasure to know that these can still be obtained from King Brothers of Syracuse who are manufacturing the Barber patent reversing propeller. This wheel is a device which permits of absolute control of a boat's speed without the usual complications. A single lever changes the blades about the hub so that the boat may run either ahead or astern or even permitted to stand still, all without stopping the engine. There are no studs or bolts on the outside of the hub which presents a smooth clean cut appearance. It is made in diameters ranging from twelve to thirty-six inches, the pitch naturally being variable.

Evinrude Carbureter Needle Valves

Experience has shown that many parts of Evinrude sport twin motors prefer the needle valve type of carbureter. With the use of a needle valve it is possible to regulate the flow of fuel more closely and more precisely to suit the varying conditions. Also it is possible to clear away any minor obstructions in the fuel line by opening the needle valve so that it can be washed out. Some of the sport twin engines which were fitted with carbureters not equipped with the needle valve feature have since been changed by the addition of this fitting and the improvement in their performance has led the Evinrude Motor Company to offer to supply the necessary fittings to users of their engines not so equipped, without

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further cost. It is only necessary to write them and the needle valve will be sent.

Diesel Engine Hand Book

A new edition of the Diesel and oil engineering hand book by Rosbloom has recently been published by the Technical Publishing Company of Los Angeles. The book is an attractively bound volume of 825 pages and contains hundreds of illustrations of practical value to the oil engineer. There are many diagrams and much valuable information on the various subjects encountered in the oil engine field. Applicants for licenses or operators on oil engined craft will find it particularly useful.

New State Patrol Boat

Captain F. G. Wright in command of the new Massachusetts State police boat Protector advises the New Jersey Paint Works concerning their products which were used in finishing this craft. He says in a letter to them that "The unvarying quality and wearing properties of your products together with the fact that you make a specialty of manufacturing paints to suit the various conditions to be met with on the water, makes it a very easy proposition for one to select the brand necessary to use for any particular purpose on a vessel."

Hall-Scotts Perform Well

The recent prominent regattas at Buffalo and Detroit have shown up the ability of the Hall-Scott engines installed in many of the boats taking part in the long distance races. There is for example the old original Nick-Nack still powered with its 250 h. p. engine which did 250 miles of racing in four days without any troubles. Eze \$ is a standard Belle Isle Bear Cat also owned by Commodore Humphrey Birge and equipped with a 125 h. p. engine. This boat won eighth place in the 100 miles Sweepstakes race at Buffalo out of a field of fourteen. Maradon, a 26-foot Hacker boat also powered with a Hall-Scott engine, finished seventh in the same race. Baby S-X, owned by Harold J. MacDowell of Cleveland, is another Hacker 26-foot hull powered with a 200 h. p. Hall-Scott engine, which performed very well in the regatta. The consistent power and dependability of these marine engines make them greatly desired by all owners who appreciate efficient and continuous performance.

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W. D. Edenburn, Editor

Nonpareil, Outboard Engine Cruiser

(Continued from page 38)

L. I.; for the original Rob Roy is there, and has been these last few years. As an example of light construction she is interesting, especially in view of the fact that some fifty summers have come and gone since she was built; all these years have slipped lightly over her, for she is still in excellent condition.

The lines of Nonpareil show a straight sectioned V-bottom having a length over all of 14 feet, a water line length of 13 feet, a beam of 4 feet and a draft of 7½ inches. The sheer is lively and shows freeboard at the bow of 1 foot 8 inches and at the stern 1 foot 2¼ inches, while the least freeboard measures 11 inches; this being at Station 8. The stern is drawn in rather sharper than usual but there is ample bearing aft to prevent the craft sailing on her tail, and yet it is not so wide as to cause Nonpareil to run wildly when headed off the wind. She is a wholesome kind of small boat and burdensome enough to carry one or two in comfort and with a reasonable degree of speed.

The construction is about as simple as practicable and it is interesting to note that the entire job can be completed without resort to steaming any of the parts. For the amateur builder this is important as a great deal of time is needed if steaming becomes necessary for bending.

The work of building should begin by laying the lines down on building paper, or a convenient floor at full size. While at first thought this may seem useless work it is quite necessary for otherwise the whole job will proceed in the dark, and there is no way to build any boat without first performing this preliminary work. The necessary dimensions are given on the plan of the lines and in the table of offsets.

The stem will be formed of three members as shown, this should be made of 1½ inch spruce. At the head the fore and aft dimension will be 2-inches, at the water line the stem will measure 4 inches, and where the keel is fitted the depth, or moulding, will be 2½ inches. The parts will be fastened together with ¼ inch diameter brass bolts as shown. White pine stopwaters must be inserted in the joints between these parts, otherwise water will run along the joint and find its way into the boat. The stop waters are bored between the rabbet and back rabbet lines, and should be about ¾ inch in diameter.

The keel and skeg are in one piece made of 1½ inch spruce; on top of this will be an apron piece made of ¾ by 3½ inch white oak. The latter will be fastened to the keel with 1½ inch brass screws, size No. 10.

The stern post will be spruce 1½ inches thick and shaped as shown. It must be fastened into the end of the skeg with 4 inch screws having their heads countersunk for an inch or two. The apron piece is slotted for the width of the stern post thus supplying a rabbet each side to hold the inboard ends of the bottom plank at the stern. Notice there is a stop water in the joint between the skeg and the stern post. Wherever two pieces of wood come together the joining faces, called the faying surfaces, should be painted with heavy white lead paint or liquid marine glue, the latter being the better to use. It will take very little extra time to apply this and the boat will be 100 per cent the better for it.

The stern board will be ¾ inch spruce built up of two widths because it will be difficult to find a piece of spruce of sufficient width for the purpose. The joint should be matched and fastened with about four ¼ inch iron rods. It would be well to use the narrower piece at the bottom. The stern board will be fastened to the stern post with brass screws about 1½ inches long with the heads let in and plugged.

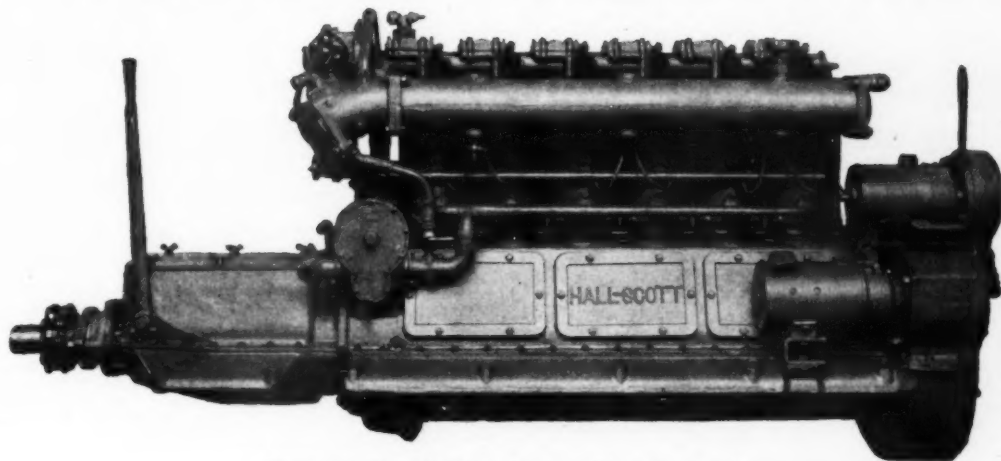
It will be necessary to make forms for stations 2, 4, 6, 8, and 10. Do not try to save time and material by making only every other form, with the five it will be difficult enough to build exactly like the plans. The forms will be made of ¾ inch rough spruce or any other handy material which should be about 4 inches in width. Remember that the dimensions shown on the plans are to the outside of the planking and so take off 5/16 inch on the sides, and ¾ inch on the bottom, the respective thickness of the planks on these surfaces. The forms are set at 2 feet 2 inch centers.

Nonpareil should be built right side up, setting the keel and skeg on 2 by 4 inch studs at a height that will bring the water line about 2 feet above the floor. It should be mentioned that in making the forms it is important to mark the position of the L.W.L., the sheer line and the center line for otherwise it will be impossible to set these up true and fair. The two by fours should be securely braced to the floor, and the stern board and stem must be stayed from rafters in a manner that will keep them in exact position.

The notches for the chine pieces, bilge battens and side seam battens will be cut after the forms have been set up as it will be easier to locate these at that time. The chine pieces will be in one piece of ¾ by 1½ inch spruce, these must be free of knots. At the stem end they must be let into the wood and

(Continued on page 66)

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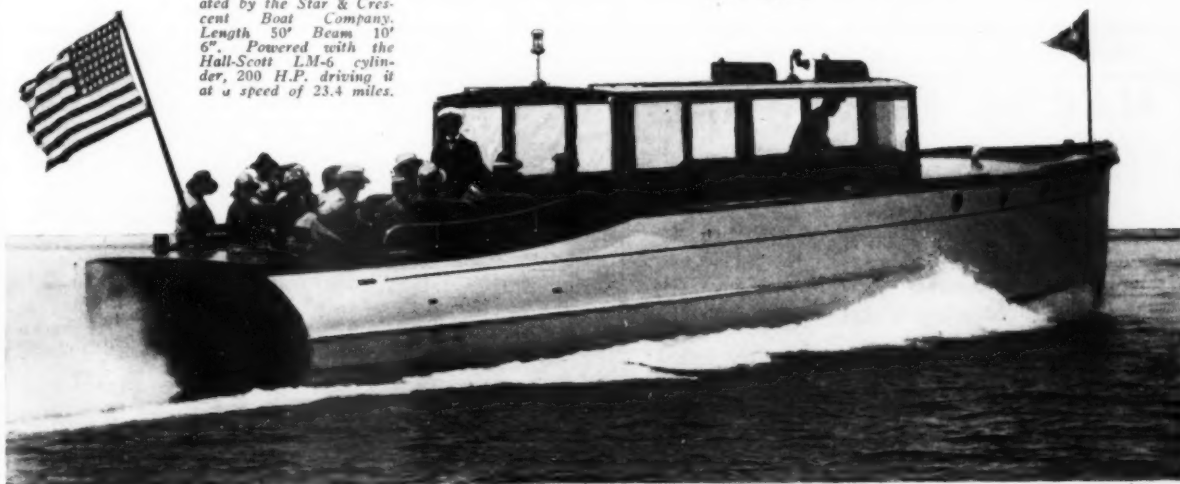
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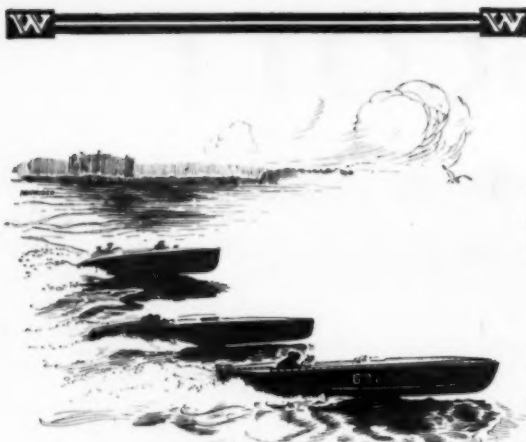
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Nonpareil—Outboard Engine Cruiser

(Continued from page 64)

fastened with screws. At the stern they also should be mortised into the wood and screw fastened. The fastenings into the forms are of course temporary as the forms will be removed later. The bilge batten runs through the center of the bottom and will be made of $\frac{3}{8}$ by 2-inch spruce. The side seam batten will be $\frac{1}{4}$ by 2-inch spruce. The battens will be temporarily fastened to the forms with screws, but permanently fastened to the stem and stern board.

The planking on the top sides will be white cedar $\frac{5}{16}$ inch thick and laid in two strakes. It should be fastened along the chine piece and the seam batten with brass screws spaced at about 3 inch centers. The screw heads should be let in a trifle below flush with the surface, just enough to hold putty. I should lay the planking along the chine and batten in Jeffery's liquid marine glue.

The planking on the bottom is laid diagonally, leading aft at an angle of 45 degrees to the keel. This will be white cedar $\frac{3}{8}$ inch in thickness and in planks about 4 to 5 inches wide. The fastenings will be brass screws $1\frac{1}{2}$ inches long, No. 8 size. Three fastenings should be put in the ends of each plank. It will be necessary to bore for the fastenings here, otherwise the plank ends will split out. Fastenings into the bilge batten should be $\frac{5}{8}$ inch, No. 6 screws or copper rivets, the latter will hold best. The seam in the side planking will not require caulking, but the seams in the bottom will need a few strands of cotton wicking rolled in after which the seams should be payed and puttied with a half and half mixture of white lead and putty.

As each form is removed a side frame and floor timber will be fitted, these are made of $\frac{3}{4}$ inch spruce and screw fastened. At the chine ends it might be well to through fasten with a copper boat nail riveted over a burr inside. Of course it will be necessary to fit temporary cross pieces and a saw buck brace or two as the forms are taken out, without which the craft will change shape.

The deck beams are to be very light being $\frac{3}{8}$ by $1\frac{1}{2}$ inch spruce and set one on each station and an additional one between. Aft the spacing is slightly different on account of the two hatch openings, as shown on the construction plan. Notice that there is a shelf inside the frames upon which the deck beams rest. This will be $\frac{1}{2}$ by $1\frac{1}{2}$ inch spruce and through-fastened to the heads of the frames.

The deck should be made of $\frac{1}{8}$ inch plywood, a material which is both strong and extremely light. However if this cannot be obtained $\frac{1}{4}$ inch cedar or spruce can be used. The plywood comes in big sheets, and the seams can be butted on the deck beams. If $\frac{1}{4}$ inch cedar is used the decking should be laid in planks about 8 inches wide and there should be a light batten behind each seam. The deck will be covered with 6 oz. duck laid in marine glue. Fasten the decking with brass screws.

The duck will be turned down over the edge of the deck and tacked fast, after which a $\frac{3}{8}$ by $1\frac{1}{2}$ inch spruce moulding will be run around the sheer to form a neat finish. The sheer moulding should be left rectangular in section, but it would be well to round off the edges with sandpaper.

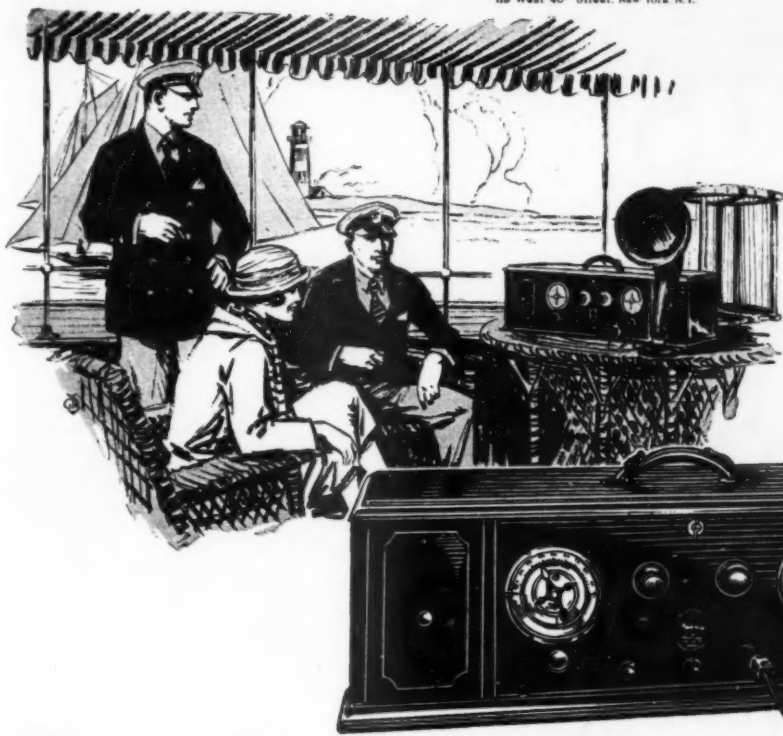
The coamings will be made of $\frac{1}{4}$ inch white oak, this after a soaking in hot water will bend without much trouble. The cockpit flooring will be $\frac{3}{4}$ inch plywood or $\frac{3}{8}$ inch cedar, the former being preferable. Hatch covers will be plywood or $\frac{1}{4}$ inch cedar with frames of spruce. Wherever possible use spruce for trim as this is not only light, but is a strong wood for use in boat work of almost any description. The seat, back board, doublings, etc. will be of this material.

The deck hardware should be bronze as there is very little of it and while the cost is considerably more than galvanized iron it will be worth expending money for because of its better appearance. Painting will be up to the builder. Varnish the top sides and trim, paint the bottom with white anti-fouling Depaco composition, and paint the decks buff.

Readers desiring blue prints of the drawings for Nonpareil should write the Editors of MOTOR BOATING for further information.

Vancouver Yacht Club Cruise

Yachtsmen of the West coast and particularly those who took part in the recent fleet cruise of the Royal Vancouver Yacht Club to Princess Louise Inlet, enjoyed a wonderful experience during this trip. The scenic beauties of the mountains and glaciers were magnificent, and the fleet of boats taking part was large and representative. An unusual little craft was the 30-foot cruiser Iola, which had been used extensively in Scottish waters, and then shipped to the Pacific Coast. The sizes of the boats ranged from the little sloop Snookie to large cruisers of over 110 feet.



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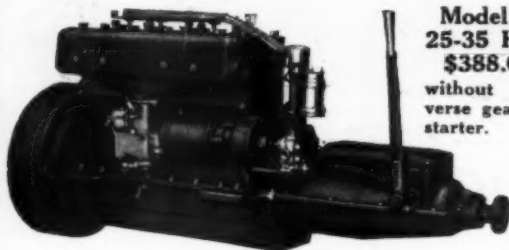
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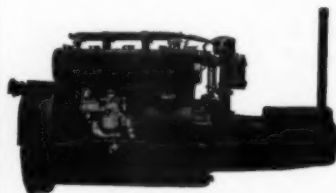


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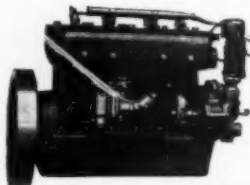


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Automatic Anchor Light and Switch

(Continued from page 41)

Suppose it is desired to light the anchor light at 6 P.M. and extinguish it at 6 A.M., then the metal liner inside of the bakelite tube must extend around just that part of the tube from 6 P.M. to 6 A.M., or half way around the tube. As the contact lever revolves it will touch this liner at 6 P.M. and close the circuit, and at 6 A.M. will leave the liner breaking the circuit.

In order to avoid complications that might give trouble, this time switch is not made adjustable, except by changing the bakelite rings. Make up several of these rings, having liners extending from 4 P.M. to 8 A.M.; from 5 P.M. to 7 A.M.; from 6 P.M. to 6 A.M.; from 7 P.M. to 5 A.M.; from 8 P.M. to 4 A.M.; or whatever combination is required. These timer rings are to be inserted as the seasons require.

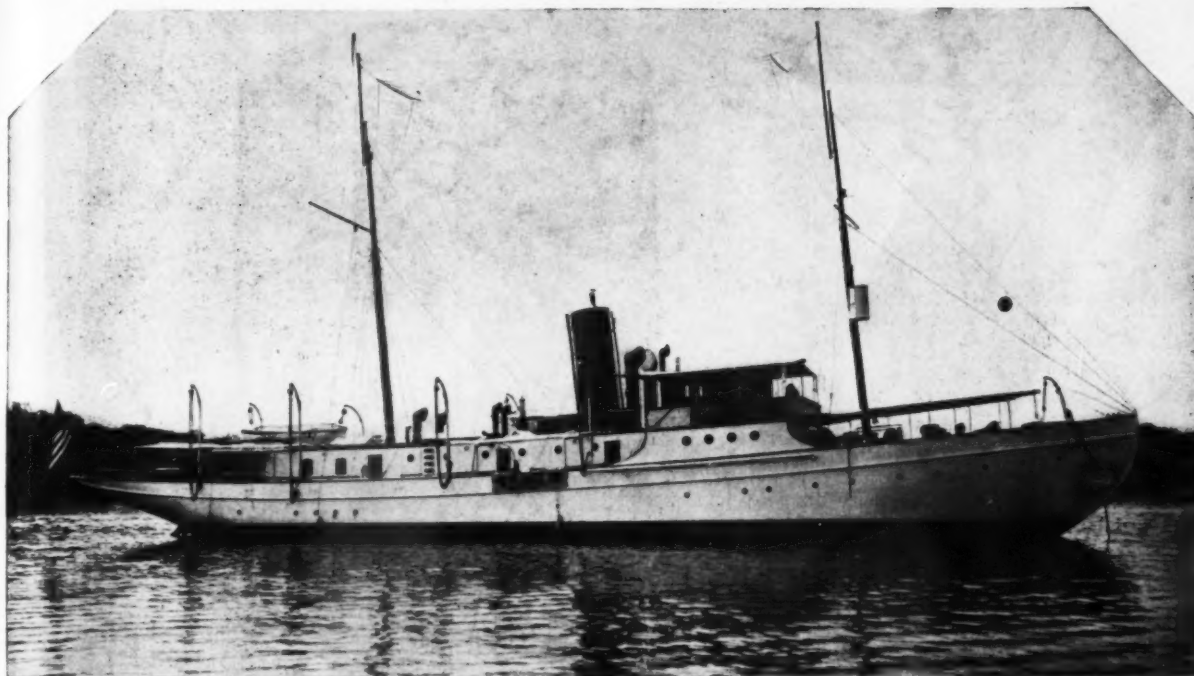
The switch should be mounted in a case with glass door, and there should be sufficient room at the bottom for storing the timer rings and the winding key.

Connect the binding posts in series with the anchor light circuit, and also connect a snap switch in parallel with the time switch so that the light may be manually operated if occasion requires it for testing or other purposes.

L. R. K., Bethlehem, Pa.

Solenoid Operated Switches

A SYSTEM of this kind is a blessing to some boat owners, who must leave their craft for long periods at a time. The system described below, has been tried out by the writer who has experimented with a device of this kind for a long period. It is simple to make and as long as the clock is wound and current in the battery it will operate automatically the year round. An ordinary clock is used to which is grounded one side of the storage battery. The hour hand on the clock makes the contact by passing brass contact screws on the dial Fig. 2. From each contact screw on the dial, a wire is lead to a corresponding number of contacts on the time dials which can be made out of a variable radio switch. Two dials are used. One, the A.M. dial, turns off the current in the morning, and the P.M. dial regulates the automatic switch to light the light at night. Now we come to the heart of the system, the automatic switch. It is not as complicated as it looks and can be made by anyone by simply following instructions. The switch itself is mounted on a board. There are four solenoids. (A solenoid is a wound magnet without the iron core.) When current is passed through it, it pulls an iron rod, the strength of pull depends upon the voltage passed through the solenoid. A, B, C, D are the four solenoids. Two solenoids are placed opposite each other and an iron rod is passed through their centers. It is a good plan to insert copper tubing into the solenoids to act as bearings for the iron rod. In the center of the rod is mounted a square piece of brass which makes contact between G. H. and E. F. Suppose the brass rod is at present making contact with G. H. when the current passes at a certain time through solenoid A, it automatically pulls the iron rod towards itself, and the brass rod moves from contacts G. H. to across E. F. The reason a double switch is used is: The hour hand makes two revolutions in a 24-hour day. Then if the switch were set to light at 6 P.M. and off at 4 A.M. it would then again light at 6 A.M. and off at 4 P.M. This can be easily seen by studying the diagram. Let us follow the action throughout. Suppose the A.M. dial is set at 4 o'clock and the P.M. dial at 6 o'clock. At 4 P.M. the hour hand makes contact at 4 and current passes through time dial at 4 and passes to solenoid A, magnetizing it and drawing brass contact rod across E. F. At six o'clock the same action takes place in solenoid C of the lower switch, which draws the brass rod across contacts I. K. lighting the anchor light. At 4 A.M. again the current passes through the same path, but is directed to solenoid B of the upper switch, disconnecting contacts E. F. and extinguishing the light. At 6 A.M. the solenoid D is magnetized and it disconnects I. K. and makes contact with I and L. This last action illustrates the need of a double switch because the light is prevented from going on at six in the morning and burning to 4 in the afternoon. The writer has used a single magnetic switch and it would not work. Solenoids may be purchased in the electrical supply house for 6, 12, 32 or 110 volts, whatever the requirements are. Iron rod need not be more than 1/4 inches thick, brass rod 1/4 inches square and about 1 inch long. Use an ordinary alarm clock, an eight day clock is good, and make your wire leads short, and solder them. For time dials use radio switches and contact points. A few words in operating the system. Always set your P.M. dial later than the A.M. dial. For instance on seven, off at six. On at five, off at four, etc., and do not set both time dial hands at the same hour, viz, six and six, five and five. This will make system vibrate back and forth like a buzzer. Anyone who makes this system will be amply repaid by knowing that he can rely on a light, when he is ashore, or away from home. C. M. L., Detroit, Mich.



Photographs by M. Rosenfeld

An American Eagle, British Built

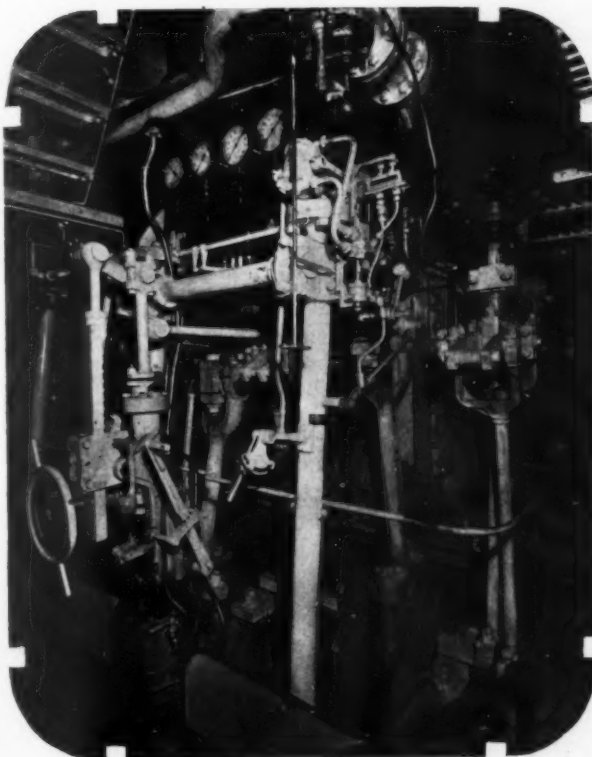
The Big Steam Yacht Now Owned by Carl G. Fisher of New York and Miami, Soon to Be Sold

by Walter F. Bailey

FEW boats afloat have crowded more history into one short decade than the steam yacht "Eagle," formerly H. M. S. "Adventuress" of the British navy. If ships could speak, what yarns this boat could spin, what tales of sea and storm, of war and peace time, of society, life and adventure. For this Eagle, now a maiden of eleven summers, has already served under two flags, for owners whose names are by-words in this country and abroad.

When the World War broke out in 1914, Sir Wm. Garthwaite, Bart., like many another patriotic Englishman, lost no time in placing his dearest possession at the disposal of his country. The baronet's contribution was his new private yacht, to be used 'for the duration of the war.' Built by Hepple & Co., Ltd., of South Shields, England, in 1913, Adventuress was happily named for the venturesome service she was destined to perform.

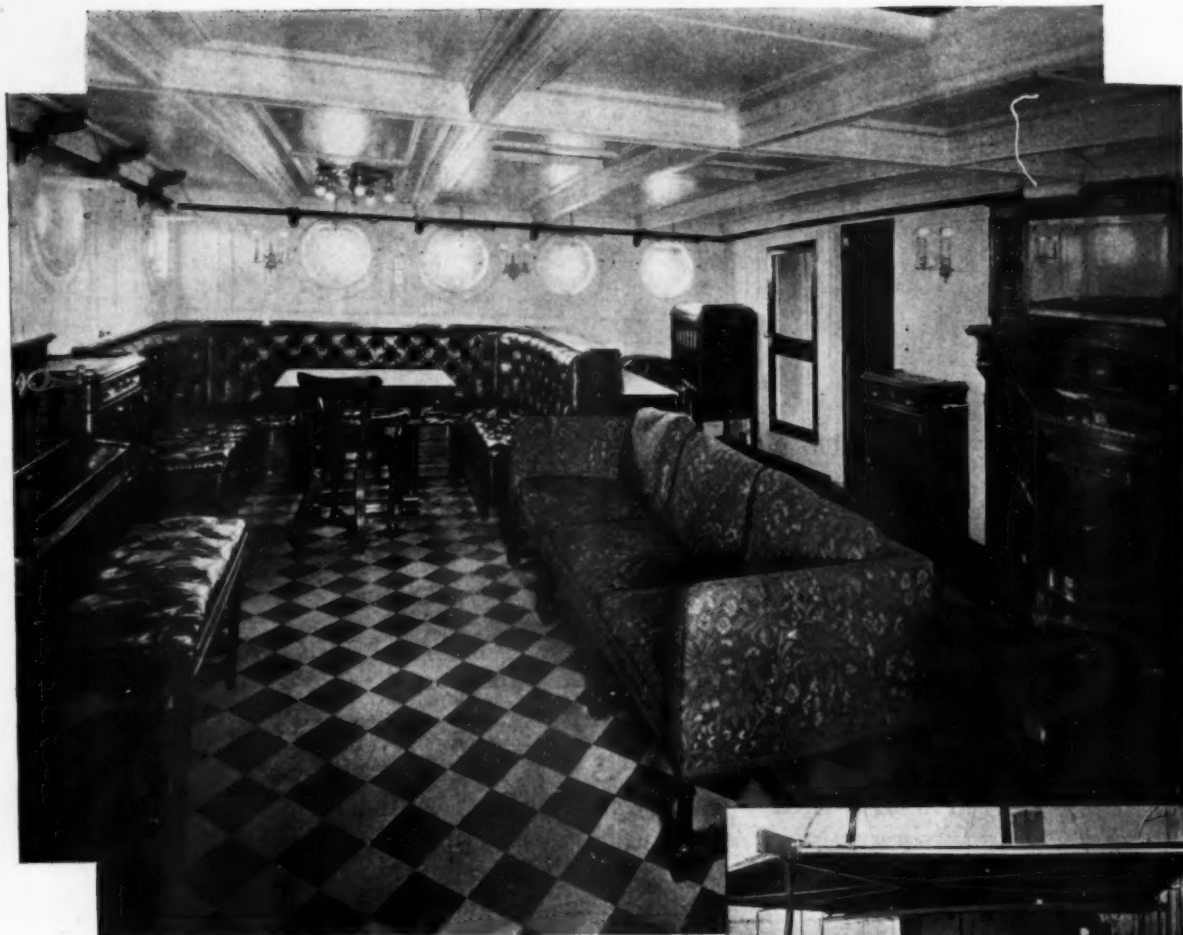
Emerging unscathed
—Advertisement



The Hepple triple-expansion steam engine which drives Eagle about 10½ knots at normal speed

from more than four years of war, only an engraved tablet in the big saloon testifies to her share in the conflict. But hidden away no doubt in the archives of the British Admiralty are terse reports of many events more thrilling than fiction; it could not be otherwise after four years of submarine hunting in the North Sea and around the coasts of England, Scotland and Ireland. Like ordinary quiet cruising service was this scout work, unless a sudden well directed torpedo should happen to send her to Davy Jones locker; somehow Adventuress led a charmed life for not a scar was left.

After the war the boat was purchased by W. K. Vanderbilt, Jr., brought to American waters and rechristened with a characteristic American name. As a Vanderbilt yacht it is unnecessary to emphasize the soundness of Eagle's construction, the excellence of her fittings and appointments, or the perfection of her present


A view of the spacious saloon

condition. She bears the highest rating in Lloyds, 100 A1, and is as sound as the day she was launched. A minute inspection from stem to stern including machinery, furniture and everything else, shows no more evidence of use than it might after a single season of service. Which of course is due to the way fine yachts are built in the first place, and even more to the unsparing care and attention they receive from their expert crews under such owners.

Eagle is 150 feet over all, 127 feet on the waterline, 24 feet, 10 inches beam, and 12 feet 9 inches draft; registered tonnage 152 net.

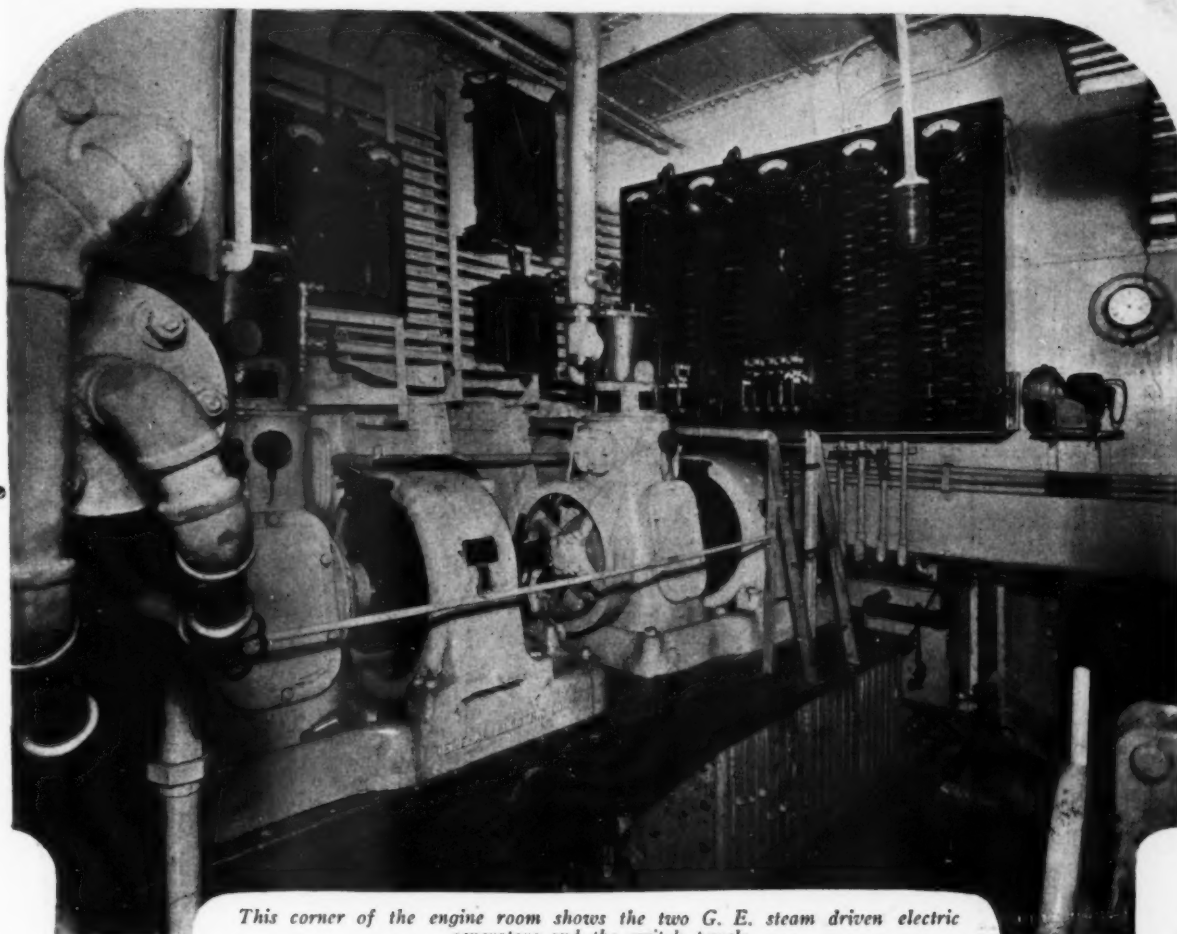
The hull is of heavy steel construction which is customary for yachts of this size, but I believe this British built boat is more solid and sound than customary in boats built for ordinary private use. For example, it is usual to provide water-tight bulkheads in all large vessels but in this craft there are no less than six bulkheads in her 150 feet of length.

The machinery, too, is like new, the main engines operating so silently that you are scarcely conscious they are running if you step into the engine room while under way. This power plant is a triple expansion steam engine, with cylinders 14, 22 and 36 inch by 24 inch stroke, fed from a single boiler with three furnaces. Of course there is a donkey boiler as well. She


Looking forward along the deck from a point in the stern

One of the guest staterooms below the stern deck

—Advertisement



This corner of the engine room shows the two G. E. steam driven electric generators and the switch panels

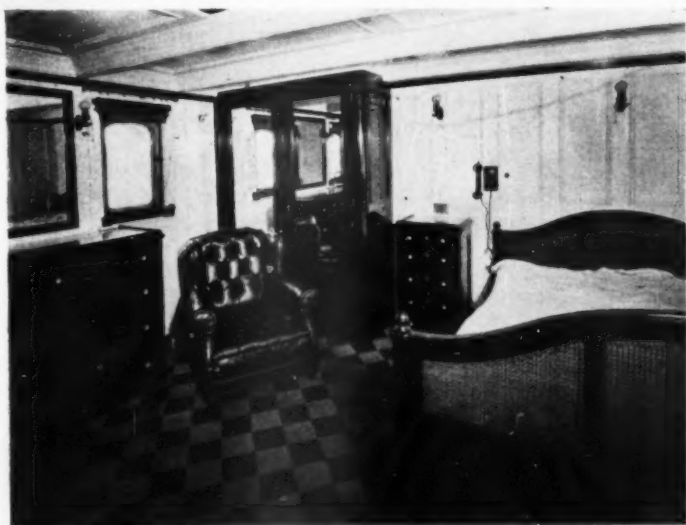
carries 85 tons of coal, sufficient for 12 to 15 days of continuous steaming, the cruising speed being 10 to 11 knots.

The equipment of auxiliary machinery is unusually complete. On the forward deck is a steam windlass and two steam capstans, with another steam capstan on the afterdeck. The air and condenser circulation pumps are fitted directly

to a beam of the main engine, with duplicate independent pumps separately driven by their own engines. Then there is the steam ash ejector, and two G. E. steam driven electric generating sets, each $8\frac{1}{2}$ K. W. capacity. Also for stand-by service at times when the boilers are shut down, a $7\frac{1}{2}$ K. W. Winton gasoline-driven generating set is carried. The battery equipment consists of 100 cells of Edison storage batteries which can be charged from any of the three generators, insuring ample electric current whether the engines are running or not. In order to keep in touch with the world while at sea, a regulation Marconi radio equipment is used, installed in a separate room amidships.

The living accommodations are all you would expect to find on a yacht of this class, not only in size and completeness, but in the beauty of workmanship and materials used for the furniture, woodwork and furnishings. The main saloon is a large room, luxuriously furnished, extending the full width of the boat, located below the pilot house, chart room and navigating bridge. Fitted with many seats and chairs, table, desk, phonograph and piano, even a fireplace, it truly affords all the comforts of home.

Immediately back of the saloon on one side is the captain's stateroom, and on the opposite side is the steward's pantry, while the galley is below the saloon. One feature of the galley is a Clothel 2-ton ice machine, electrically driven; the galley stove looks big enough for a fair sized hotel. The crew's quarters are beyond the galley, under the forward deck.



The owner's stateroom is as large as a comfortable bedroom on land

—Advertisement



Looking aft from a corner of the bridge deck. Khaki awnings cover the bridge as well as the forward and after decks

The owner's stateroom is in the after end of the deck-house, a big roomy chamber with large clothes closet and a complete bathroom adjoining. Four other staterooms are below decks aft, one with a large private bathroom, the others having washstands; these staterooms are nearer the size of a small hotel room than the average cramped stateroom aboard ship.

The boat is steam heated throughout, and is fitted with inter-communicating telephones, a combination safe in the owner's stateroom and all the equipment necessary for a sea voyage or a cruise of considerable duration. Nothing less than real home comforts and first class hotel service is provided for the fortunate guests on this boat.

On the top deck four boats are carried in cradles, each with its own davits. Besides the customary life boat, there are three power tenders. The owner's launch is built of teak and is fitted with a 6 cylinder 45 H. P. Packard marine engine. Another tender is Speedway powered while the third has a single cylinder motor.

Eagle has recently been refitted and is in the pink of condition. Lately returned from a round trip from New York to Miami, this cruise of approximately three thousand miles was made at an average speed of about ten knots. However, Mr. Fisher, who has probably owned more fine boats than any amateur yachtsman in America, is accustomed to traveling on express cruisers in the thirty-knot class and is therefore offering the Eagle for sale at a price which is remarkably low

considering its original cost and present condition, and in comparison with prices asked for other boats of similar size and ability. The buyer of Eagle will get a genuine bargain whether he wants it for use as a private yacht or to convert for commercial service. Further information can be secured by addressing the editors of *MoToR BOATING*.



Another one of the guest rooms

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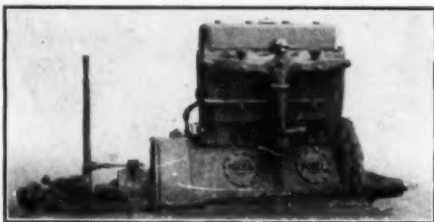
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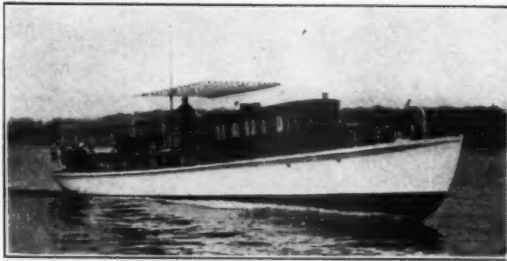
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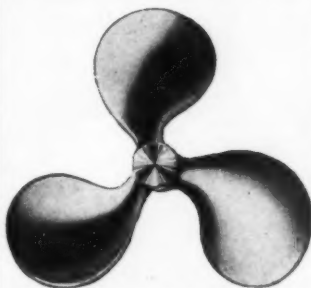
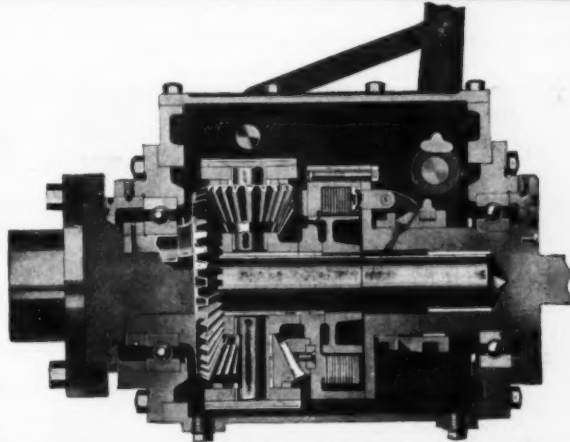
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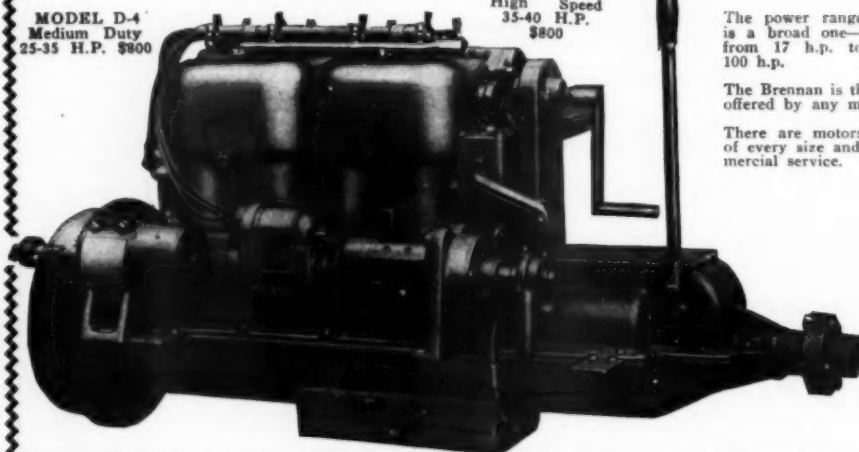
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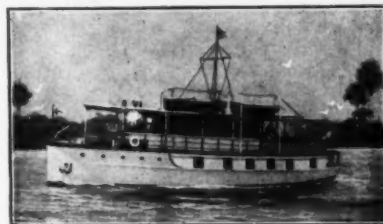
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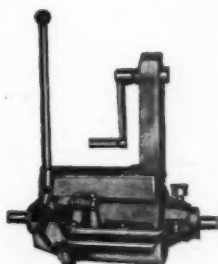


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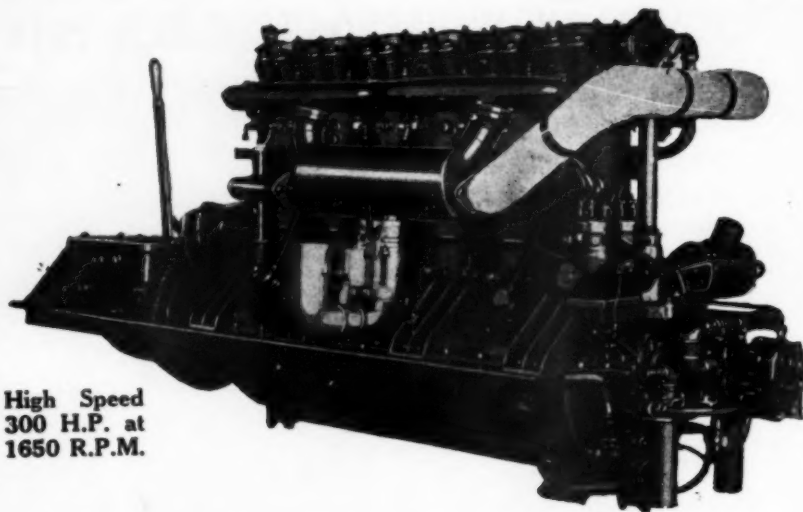
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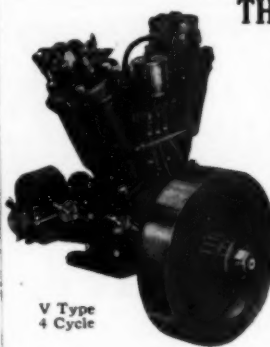
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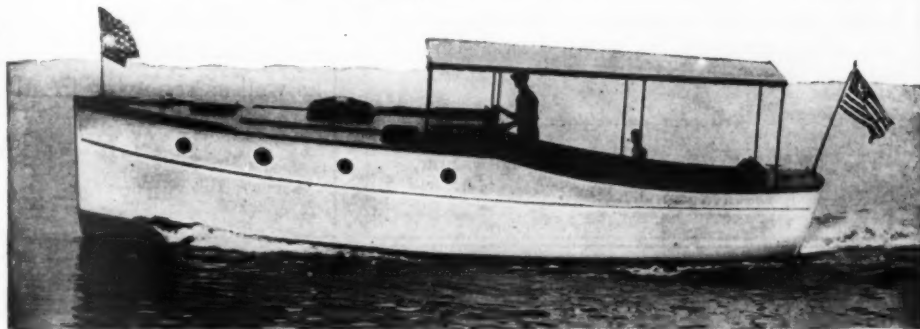
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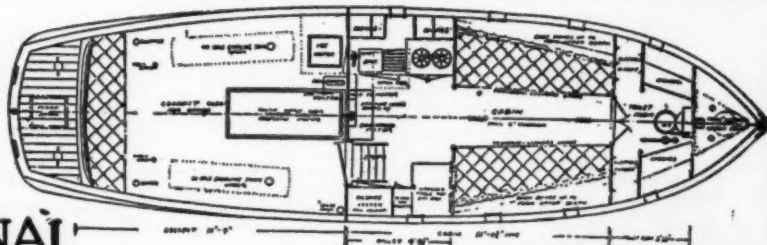
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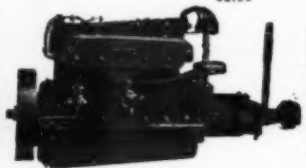
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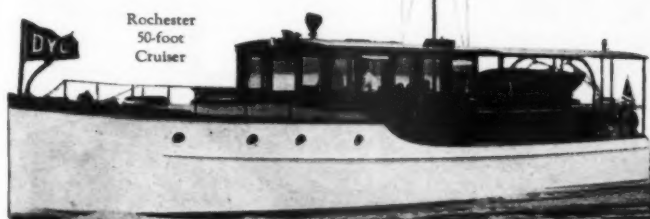
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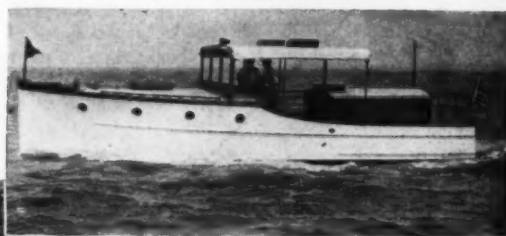
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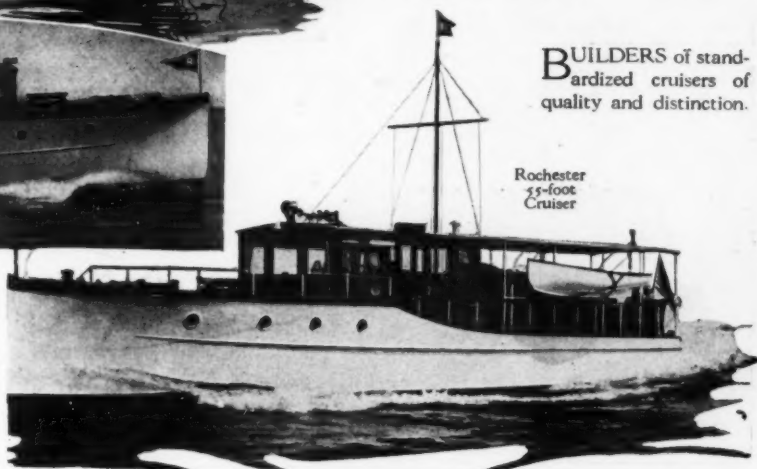
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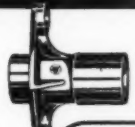





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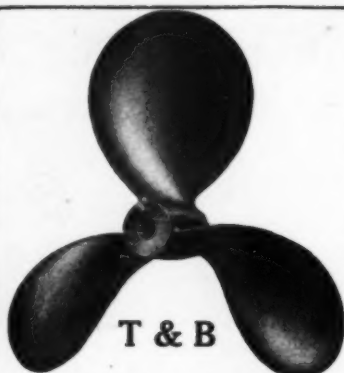


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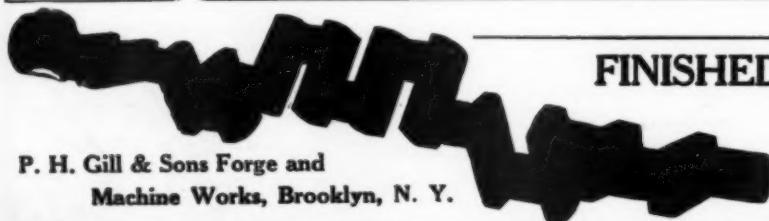
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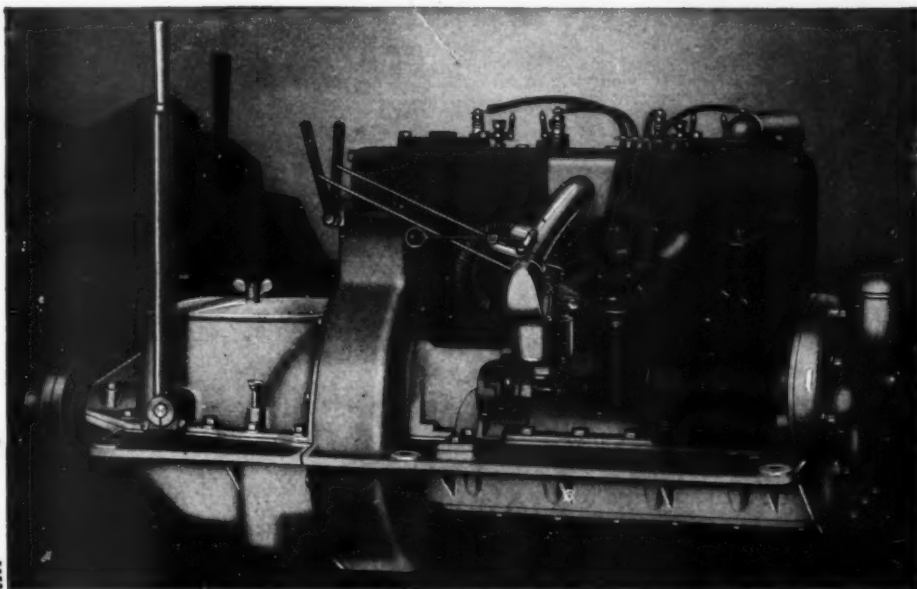
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Gray Motors

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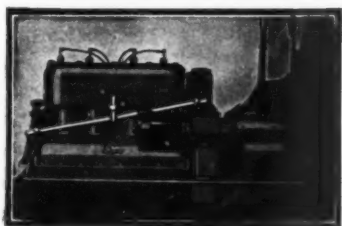
GRAY MODEL

Z

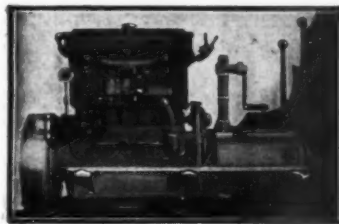


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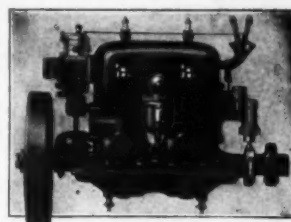
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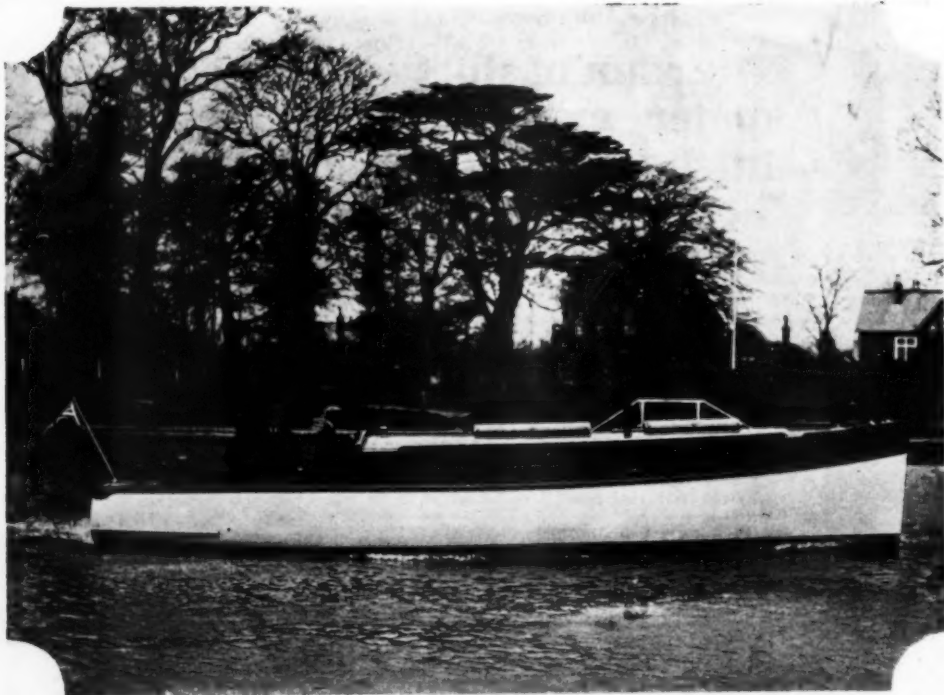


This fast boat is the *Lieut. S. J. S. and Province* Police Boat of the *Toronto Harbor Commission*. It is on constant duty, practically 24 hours every day from the opening of navigation to the close. With her full equipment, which includes carrying a dispatch, she is driven at a speed of over 20 miles per hour in the *Kermath 50*. It couldn't ask for any more conclusive proof of the power and dependability of this engine.

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WE offer no apology for the fact that the *Kermaths 35 and 50* are lower in price than other engines of equal power, ability and quality. The price is high enough to insure the best of design, materials and workmanship. And it is low enough to permit the average well-to-do citizen to own a dependable fast run-about or a satisfactory cruiser without investing more than he wishes to spend.

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The "*Cherub*" of *Brentford, England*, is a beautiful cruiser 36'x9'x3' constructed of oak with Oregon pine planking. For the cabin and trim mahogany is used exclusively. Powered with the *Kermath 35*, the ideal engine for a cruiser of this size, she makes 11 miles per hour using a 22-inch *Hyde* propeller.

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Struan II is an unusually successful boat owned by J. S. McCannell of Milton, Ont., and built by Dutchburn of Muskoka Lakes, Canada. After winning several big races at the Muskoka Lakes and Bala regattas she came over to Detroit and ran a good second in the first Junior Gold Cup Race on August 31st, beaten only by a boat with double the power.



Of course Struan II has a Kermath 50 because Mr. McCannell got such good service from the Kermath 50 in his first Struan last summer.

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Builders of good standardized boats have always recognized Kermath value; now 80% of them install Kermaths for regular equipment. These builders are boat and engine experts. Their business success rests on their ability to produce reliable boats at the lowest practical cost — boats that are easy to sell and good enough to bring in more orders. For such a boat it is absolutely necessary for the builder to use the power plant which offers the right balance of high quality and low price.

Let us put you in touch with a builder who can produce the kind of a boat you want at the price you want to pay. There is no obligation for you to specify a Kermath if you find any other engine more suitable for your boat. If we can help you to buy a satisfactory boat, we will be entirely satisfied.

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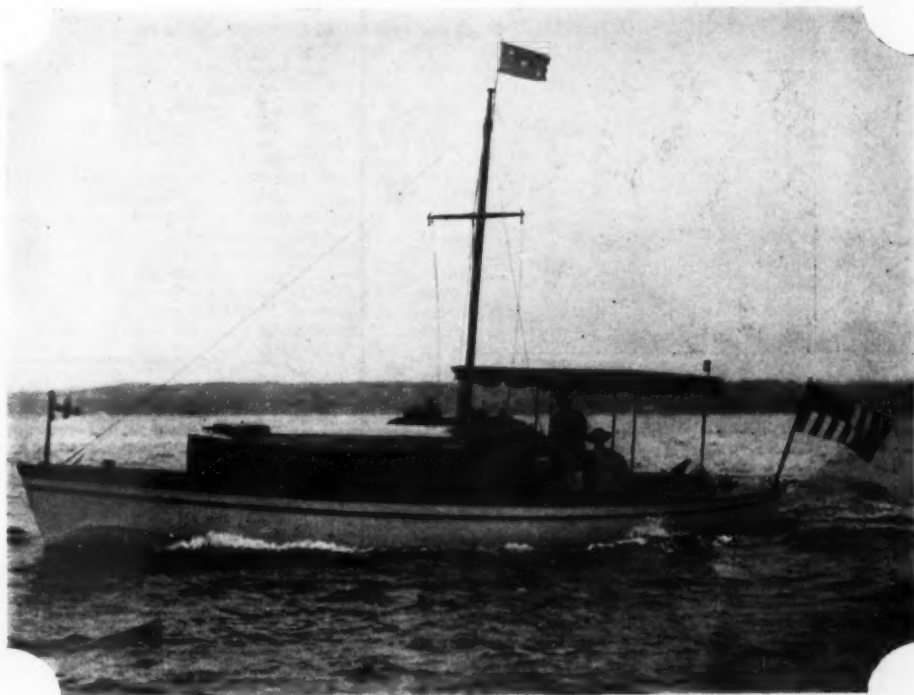
KERMATH MFG. CO.

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This is the good ship "Ahtam," owned by Mr. Theodore I. Coe of New Rochelle, N. Y. She is 36'x7'6"x2'6" and was built by the New York Yacht Launch and Engine Co. Mr. Coe has just repowered Ahtam with a Kermath 35 which drives her 10 miles an hour.



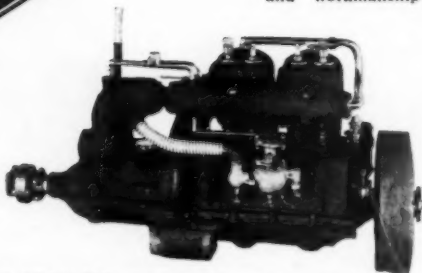
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Regal Engines are sold to people who want 100 cents worth of engine service for every dollar they spend. Regals are low in first cost and low in running expense, and they last so long that the cost is spread over many years of reliable service. Boatmen who have bought a Regal during the past 23 years know this to be a fact. If there is a Regal owner in your locality, ask him. If not, let us tell you what other owners say.

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Nearly 20 different Regal Models from 2 H. P. to 200 H. P. All four cycle type with honest quality in design, materials and workmanship

The New Model NB Regal 2 Cyl. 8 H. P. Bore 4" stroke 4". Price \$450 including Bosch Magneto.

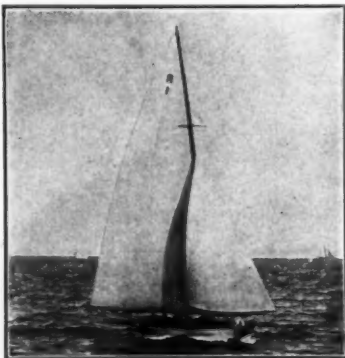


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Baby Gar IV Wins Fisher-Allison Race Fisher-Allison Race

(Continued from page 27)

Buffalo staged races for the Leary Trophy for hydroplanes, the National Association Interstate Trophy for the 625 cubic inch class, and as a grand finale the 100 mile Buffalo Sweepstakes for \$5,000 cash prize, open to displacement boats of over 25 feet in length, powered with motors of less than 1,075 cubic inch piston displacement.

The Interstate Trophy went to Wilgold II, Jack William's Packard powered, Hacker built craft which won her races at Miami Beach and Havana last winter. Wilgold II won each of the 30 mile heats, her best speed for the distance being 39.08 miles per hour. Baby June, owned by Geo. C. Hall finished second, and All Hours, owned by R. H. Berner was third.

The hydroplane race for the Leary Trophy was interesting. Miss Peerless, owned by Ed. Grimm had won two legs on this Trophy, and one more would give him permanent possession of it. So the interest ran high between Miss Peerless and Ralph Sidway's Arab VII, which was to be driven by Phil Wood. Arab VII was a contender a year ago, and Miss Peerless had little trouble in beating her, but this year results worked out differently.

In the first 20 inch heat Arab got away to the best start and was never headed, finishing the distance in 24 minutes, 39 seconds. Miss Peerless came back strong in the second heat and led for two laps until she lost her rudder and was compelled to withdraw. The third heat was all Arab, which finished far in the lead. Bess, owned by C. C. Meier of Rochester finished second in this heat.

The 100 mile Sweepstakes was run on the afternoon of August 17. Fourteen boats started, including Gar Wood's Baby Gar IV, and Fiat Baby Gar. Jack Williams also had his new Gold Cup racer out for the first time. Miss Mary, owned by E. L. Grimm, Arab VIII, Ralph Sidway's boat which he expected would be fast, June, owned by Geo. C. Hall, and powered with a super-Hall-Scott motor and most of the other craft which had competed in earlier classes were entered in the Sweepstakes class, the first prize in which was to be a cash prize for \$2,000.

Baby Gar IV immediately went out in front and was not headed for the 100 miles, finishing in first place by a wide margin. Curtiss Baby Gar also did well, finishing second, and completing one 5 mile lap at a speed of 50.07 miles per hour, by far the fastest made during the entire race meet. Wilgold II finished third, Nick Nack fourth, Miss Mary fifth, Baby June sixth, Maradon seventh, and Eze \$ eighth. Fiat Baby Gar, Baby SX, All Hours, June, Arab VIII, and Blue Moon II, all broke down and did not finish.

A complete summary of the Buffalo races will be found on page 88.

A Leak Proof Boat

In writing to L. W. Ferdinand & Company, the makers of marine glues for water proofing all forms of decks and boats, H. A. Dalrymple of Haverhill, Mass., comments as follows: "In regard to your method of making boats leak proof, I am more than pleased to advise that I had a boat that all my friends said was no good except for fire wood. I made it leak proof with unbleached cotton laid in your Jeffery's No. 7 black soft quality marine glue according to the directions in your white booklet and I now have a boat practically as good as new and that will last for years."



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The Gies is built on a solid frame that absolutely protects the gears and bearings from all strains. The gears are enclosed and run in oil. Wearing parts easily replaced. Adjustment simple.

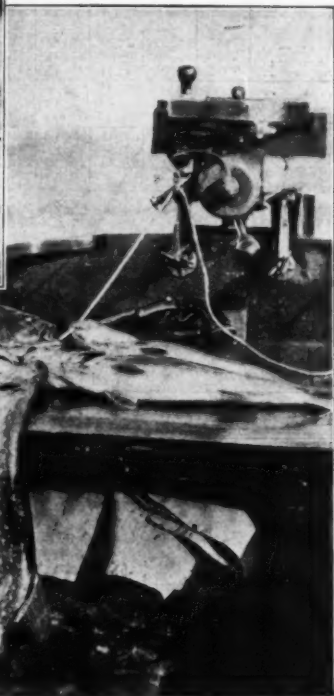
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WHEN the big fellows are lurking in shallow, rocky coves, there's one outboard motor that will take you right where you want to go. Stones, sandbars, snags and deadheads hold no terrors for the L-A Twin—it is *absolute proof against all under water obstacles.*

Automatic tilting protects the back of the boat. The patented L-A Slipping Clutch Propeller safeguards the propeller blades, and the motor itself, The L-A Twin *propels your boat anywhere it will float, safely and surely.*

These remarkable features, combined with the smooth, vibrationless power delivered by the L-A Twin, have won instant favor with fishermen, boatmen and resorters all over the country. They have found the L-A Twin the ideal outboard for all around use.

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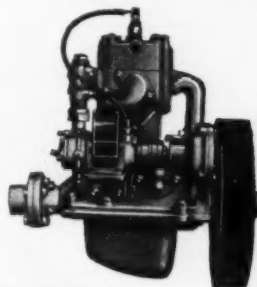
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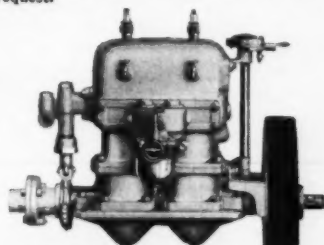
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LA Model 41

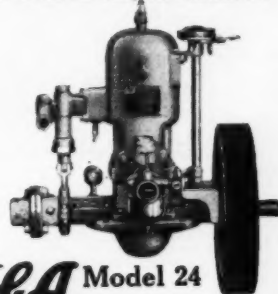
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6 and 8 H.P. 2 cyl.-2 cye. Engines 6 H.P. for 15 ft. to 24 ft. craft. 8 H.P. for 20 ft. to 30 ft. craft. Equipped with battery ignition. Bosch Magneto and Impulse Coupling, if desired. Smooth running—easy starting—powerful—silent—clean—pleasing in appearance. Write for complete information.



LA Model 24

2½ and 4 H.P. Single cyl.-2 cye. Engines, 2½ H.P. for 14 ft. to 18 ft. craft. 4 H.P. for 16 ft. to 20 ft. craft. Equipped with Battery ignition. Bosch Magneto and Impulse Coupling, if desired. Simple—sturdy—easy starting—easily maintained. Ideal for inland lakes and rivers. Write for detailed description.

Summary of Results

Buffalo Launch Club, Buffalo, N. Y.

Fisher-Allison Race Distance—50 Miles Lap 5 Miles

August 14, 15, 16, 1924

Times per Lap

Heats	Boat number	Boat	Owner	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Lap 6	Lap 7	Lap 8	Lap 9	Lap 10	Average speed
First	F30	Baby Gar IV	Gar Wood	7:11	14:19	31:27	28:42	35:55	43:10	50:20	57:38	1:04:55	1:11:54	41.75
	P2	Nick Nack	H. Birge	7:29	14:54	22:09	33:04	40:21	47:38	54:58	1:02:15	1:09:30	1:16:50	39.06
	P1	Rainbow	S. B. Eagan	7:15	14:21	21:31	28:45	35:59	43:13	50:28	57:43	1:04:59	1:12:11	41.5
Second	F30	Baby Gar IV	Gar Wood	7:14	14:18	21:18	28:28	35:27	42:29	49:36	56:37	1:03:40	1:10:33	42.5
	P2	Nick Nack	H. Birge	7:19	14:14	21:55	29:12	36:26	43:40	50:54	58:03	1:05:12	1:12:24	41.5
	P1	Rainbow	S. B. Eagan	7:13	14:16	21:19	28:23	35:28	42:31	49:33	56:36	1:03:42	1:10:44	42.4
Third	F30	Baby Gar IV	Gar Wood	7:20	14:22	21:31	28:39	35:52	42:59	50:13	57:26	1:04:36	1:11:19	42.00
	P2	Nick Nack	H. Birge	7:35	15:06	22:36	30:12	37:46	46:07	53:40	1:01:15	1:08:48	1:16:32	39.2
	P1	Rainbow	S. B. Eagan	7:15	14:23	21:32	28:40	35:51	43:01	50:13	57:26	1:04:40	1:11:53	41.7

Interstate Championship Trophy Race

Distance—30 Miles Lap 5 Miles

August 14, 15, 16, 1924

Times per Lap

Heats	Boat number	Boat	Name	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Lap 6	Average speed
First	G52	Wilgold II	J. A. Williams	8:39	16:25	24:16	31:22	39:25	46:23	38.8
	G50	Baby June	Geo. C. Hall	8:34	16:26	24:14	31:58	39:37	46:55	38.4
	G58	All Hours	R. H. Berner	10:09	20:10	30:15	40:05	49:52	1:01:10	29.4
Second	G52	Wilgold II	J. A. Williams	8:19	16:02	23:50	31:22	39:14	46:04	39.08
	G50	Baby June	Geo. C. Hall	8:06	15:55	23:37	31:15	39:03	46:21	38.8
	G58	All Hours	R. H. Berner	10:37	20:32	30:27	40:22	Did not finish	.....	.....
Third	G52	Wilgold	J. A. Williams	8:46	17:04	24:23	31:45	39:15	46:40	38.7
	G50	Baby June	Geo. C. Hall	8:07	15:58	23:41	31:44	Did not finish	.....	.....
	G58	All Hours	R. H. Berner	.....	.....	Did not start	.....	.....	.....	.....

Leary Trophy Race

Distance—20 Miles Lap 5 Miles

August 14, 15, 16, 1924

Times per Lap

Heats	Boat number	Boat	Owner	Lap 1	Lap 2	Lap 3	Lap 4	Average speed
First	L52	Miss Peerless	E. L. Grimm	6:42	13:22	20:03	26:47	45
	L31	Arab VII	R. H. Sidway	6:21	12:27	18:33	24:39	45.64
	L16	Bess	C. C. Meier	6:57	13:47	20:58	28:01	42.8
Second	L52	Miss Peerless	E. L. Grimm	6:05	12:12	Did not finish	.....	.....
	L31	Arab VII	R. H. Sidway	6:20	12:19	18:17	24:15	49.5
	L16	Bess	C. C. Meier	7:08	13:57	20:41	27:58	42.9
Third	L52	Miss Peerless	E. L. Grimm	6:38	13:19	36:58	43:47	44.8
	L31	Arab VII	R. H. Sidway	6:15	12:44	36:07	25:26	47.0
	L16	Bess	C. C. Meier	6:48	13:53	21:14	28:41	41.8

100 Miles Buffalo Sweepstakes

Open to displacement boats of more than 25 feet in length powered with motors of not over 1075 cubic inches piston displacement.

August 17, 1924

Times per Lap

Boat number	Boat	Owner	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Lap 6	Lap 7	Lap 8	Lap 9	Lap 10
F30	Baby Gar IV	Gar Wood	6:42	13:22	20:04	26:44	33:23	40:03	46:43	53:20	59:57	1:06:30
T44	Flat Baby Gar	Gar Wood	7:05	14:24	21:18	28:33	35:55	42:19	49:12	55:51	Out on 9th lap	.....
G57	Curtiss Wilgold	J. A. Williams	7:28	14:29	21:18	28:10	35:05	41:43	47:36	54:45	1:02:21	1:09:10
T53	Baby SX	H. J. McDowell	8:45	17:09	Out on 3rd lap	.....	.....	.....	.....	.....	.....	.....
G52	Wilgold II	J. A. Williams	7:14	14:26	21:43	33:06	40:13	47:16	54:23	1:01:29	1:08:38	1:15:45
G62	EZE S.	Humphrey Birge	9:25	18:43	26:59	37:13	46:25	55:31	1:04:40	1:13:46	1:22:59	1:32:04
G58	All hours	R. H. Berner	9:46	19:15	28:43	38:07	47:32	56:58	1:06:22	1:15:00	1:24:46	1:34:10
P2	Nick Nack	Humphrey Birge	7:57	15:53	23:56	31:53	39:55	47:51	55:48	1:03:47	1:24:26	1:31:47
T60	June	Geo. C. Hall	8:06	Out on 2nd lap	.....	.....	.....	.....	.....	.....	.....	.....
T51	Arab VIII	Ralph Sidway	11:13	23:25	32:35	41:33	52:44	1:06:16	1:12:44	1:24:04	Out on 9th lap	.....
G61	Maradon	L. R. Davidson	9:28	18:47	28:03	37:21	46:30	55:38	1:04:42	1:13:44	1:22:45	1:31:42
G2	Miss Mary	E. L. Grimm	8:02	15:56	23:56	31:40	39:31	47:37	1:03:38	1:11:44	1:19:41	1:27:33
G50	Baby June	G. C. Hall	17:59	26:43	35:17	43:56	52:31	1:01:04	1:09:33	1:18:08	1:26:42	1:35:09
T54	Blue Moon II	Conrad Wettlaufer	17:49	27:46	37:43	Out on 4th lap	.....	.....	.....	.....	.....	.....

Boat number	Boat	Owner	Lap 11	Lap 12	Lap 13	Lap 14	Lap 15	Lap 16	Lap 17	Lap 18	Lap 19	Finish	Average speed
F30	Baby Gar IV	Gar Wood	1:13:17	1:20:02	1:26:53	1:33:46	1:40:37	1:47:32	1:54:29	2:01:19	2:08:11	2:15:02	44.44
T44	Flat Baby Gar	Gar Wood	1:20:12	1:27:05	1:33:53	1:40:57	1:47:47	1:54:33	2:01:20	2:08:19	2:15:07	2:22:14	42.35
G57	Curtiss Wilgold	J. A. Williams	1:22:47	1:29:47	1:36:53	1:43:53	1:50:51	2:01:36	2:08:33	2:15:59	2:22:23	2:29:17	40.25
T53	Baby SX	H. J. McDowell	1:41:08	1:50:12	1:59:16	2:08:22	2:17:27	2:26:32	2:35:38	2:44:46	2:53:54	3:03:03	.....
G52	Wilgold II	J. A. Williams	1:22:47	1:29:47	1:36:53	1:43:53	1:50:51	2:01:36	2:08:33	2:15:59	2:22:23	2:29:17	40.25
G62	EZE S.	Humphrey Birge	1:41:08	1:50:12	1:59:16	2:08:22	2:17:27	2:26:32	2:35:38	2:44:46	2:53:54	3:03:03	.....
G58	All Hours	R. H. Berner	1:34:33	1:43:55	2:12:24	.....	.....	.....	.....	.....	.....	.....	.....
P2	Nick Nack	Humphrey Birge	1:39:08	1:46:56	1:53:50	2:01:15	2:08:38	2:16:08	2:24:05	2:32:07	2:40:07	2:48:05	36.64
T60	June	Geo. C. Hall	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T51	Arab VIII	Ralph Sidway	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
G61	Maradon	L. R. Davidson	1:40:36	1:49:30	1:58:29	2:07:27	2:16:25	2:25:22	2:34:19	2:43:19	2:52:18	3:01:17	33.09
G2	Miss Mary	E. L. Grimm	1:35:18	1:43:11	1:51:02	2:00:54	2:09:26	2:18:38	2:27:21	2:36:12	2:45:16	2:54:16	34.95
G50	Baby June	G. C. Hall	1:43:41	1:52:19	2:00:54	2:09:26	2:18:38	2:27:21	2:36:12	2:45:16	2:54:16	3:03:07	33.33
T54	Blue Moon II	Conrad Wettlaufer

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July 18 1924

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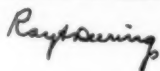
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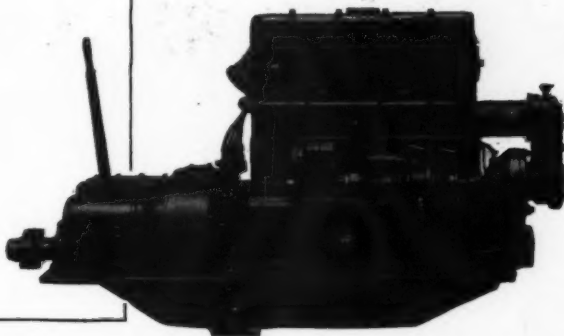


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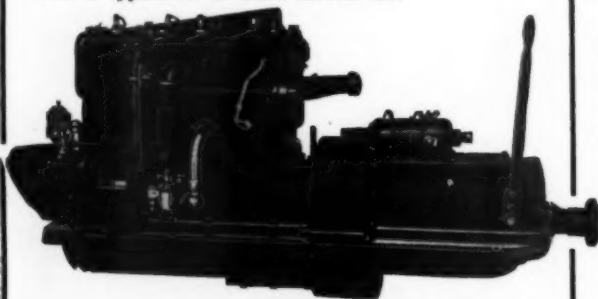


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Miller motors are never rated at the minimum or maximum speed for which they are designed. This is a Miller policy—it is a "safety first" policy. How often have you wished your motor would give more power to get you out of a tight squeeze, or enable you to reach your destination quicker? The Miller is the Motor you want.

Model R-4 28-35 H.P., illustrated below is rated at 400 to 500 R. P. M.; in reality it is designed and built to run at 100 to 1000 R. P. M.—and does it. This is typical of all other models too.



Miller Model R-4 28-35 H.P. 400 to 500 R. P. M. Bore $5\frac{1}{4}$ ". Stroke $7\frac{1}{2}$ ". Swings a 26" 3-blade wheel.

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Four Cylinder Models, Medium Duty

D-4, 6-14 H.P., $2\frac{3}{4}$ " x 4", weight 250 lbs.

E-4, 12-20 H.P., $3\frac{1}{2}$ " x 5", weight 700 lbs.

F-4, 18-24 H.P., $4\frac{1}{2}$ " x 6", weight 1300 lbs.

I-4, 24-30 H.P., $5\frac{1}{4}$ " x 6", weight 1600 lbs.

Four Cylinder Models, Heavy Duty

R-4, 28-35 H.P., $5\frac{1}{4}$ " x $7\frac{1}{2}$ ", weight 2000 lbs.

S-4, 40-50 H.P., 6" x 9", weight 2800 lbs.

All models equipped with or without the successful Miller Kerosene Attachment.

Particulars and prices upon request.

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The Boats of the Rum Runners

(Continued from page 33)

for its evolution or the necessity of its development.

The rum-runner employed the Seabright dory in the first months of the traffic in smuggled liquor. It was the work boat of fishermen thereabouts and had been the accepted type for many years. Local conditions had made it. It was flat-bottomed and could be run up on the long sandy beaches without injury. Its construction also made it a boat that the rollers from a rising tide would not easily fill or damage. In use it rode the waves remarkably well because of its extremely high bow and stern with a ridiculous sway-backed gunwale. Its cut-under flat stern added to the ease with which it rose on overtaking rollers. This boat had been used with sails before the gas engine came into its own. Then it had been used—with some variations from the old sailing design—with the early types of two-cycle engines. When engines and propellers were installed, the propellers protruded out behind the high stern and a wooden out-board rudder swung behind it. This was to allow the boat to lie on the beach as before. The deadwood was small for the same reason.

This was the boat which the liquor smuggler found at hand. He used it. It was a good work boat and at first the traffic seldom required speed. When he did require speed later to elude government agents, the rum-runner bethought himself of more power. From heavy-duty two-cylinder engines he changed to medium and high-speed four and six cylinder power plants. In one known center of liquor smuggling the first high-speed engine installed in a skiff was an old Pierce-Arrow forty-eight. It gave the boat a speed of about fifteen miles, but the high bow, the protruding propeller aft and the huge rudder made it almost unmanageable. But the dory planed on its flat bottom and its possibilities were apparent. Hundreds of unsuccessful experiments in hulls were made thereafter, many of them by the merest amateurs, many of them crude and all of them costly. Grotesque old hulls showing all manner of variations from the old Seabright dory are still to be seen, most of them rotting in silence away in the salt marshes or dropping to pieces on abandoned ways above the high tide line.

The sway-backed appearance of the old Seabright dory remained in the early models of the present type, but this was now a matter of gunwale only. The flat bottom no longer followed the line. The cut-under stern also remained. The bottom tended to flatness only a few feet aft of the stem and the garboards formed the low skeg. Aft of the skeg the bottom was almost perfectly flat for four or five feet and upon this the boat planned when running. In these adapted hulls engines of forty horse-power upwards were installed and the results, finally worked out, were fast work boats of fifteen miles or more in speed according to power and size of hull.

Since then the contest between the rum-runner and government agents has become fast and furious. The rum-runner has gone in more and more for high powered engines and the Jersey sea skiff hull has given him speed in proportion. Unlike many types, the limits of the sea skiff's speed seem dependent only on the limit of power that can be installed.

That limit seems to have been reached during the current season. The writer has seen and inspected a forty-two-foot Jersey sea skiff carrying twin Liberty motors. According to the owners these turn propellers 24 x 24 at 1650 r. p. m. And these motors deliver their full rated power of 450 h. p. at 1750 r. p. m. No information could be obtained from the owners as to her speed. To all inquiries they replied with good-natured grins and remarks about her being fast enough. An idea can be gained, however, from a sea skiff recently built for a manufacturer who is a fishing enthusiast and has been bitten by the speed bug. This boat is 34 feet long, 8 feet 6 inches wide. It is powered by a single 450 h. p. motor which turns a propeller 18 x 25 at 1825 r. p. m. and is delivering above its rated power. This boat did thirty-six miles per hour at her trials.

The methods used by rum-runners in obtaining engines and hulls for their illegal enterprises are simple and the difficulties fewer than might be imagined. It is a well known fact that various engine makers have refused to sell engines under circumstances which pointed to their use in boats of rum-runners. Public pronouncements of several large concerns have made this policy unequivocal. And boat-builders are usually substantial folk lacking in lawless tendencies.

The rum-runner proceeded with caution. Having a fisherman's boat, he posed as fisherman. He sometimes claimed that speed was necessary for him to get his fish to market quickly before the water drained out of them reducing their weight and his compensation. The writer met this story in many localities and in one or two sections, it had foundation in fact—among fishermen. But observations soon proved it a convenient blind in most cases. As a fisherman the rum-runner ordered hulls from

(Continued on page 94)



HYDE PROPELLERS

It is a significant fact that the winning boats at the Detroit Regatta were equipped with Hyde Propellers. Significant because it proves the standard stock Hyde wheel is a winner for speed, efficiency and reliability. If a better wheel could be purchased from stock or built to order these boats would not have Hydes.

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Baby Horace III	(6)	Black Cat	
Miss Columbia	(7)	Baby Delphine III	

A. P. B. A. Gold Cup

Rainbow IV	(1)
Baby Bootlegger	(2)
Miss Columbia	(3)
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Baby America	(5)
Wilgold II	(6)
Lady Shores	(7)
Miss Mary	

Junior Gold Cup

Lady Helen	(1)
Struan II	(2)
Watercar I	
Watercar II	
Watercar III	

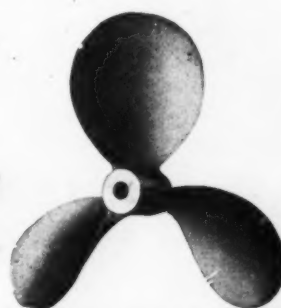
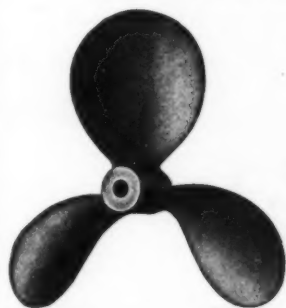
(This includes all but two of the boats which competed in these three events, the biggest races of the year.)

The foremost naval architects and builders use Hyde Propellers—not alone for their racing qualities, but also for their matchless cruising and towing service and for fuel economy. The combination of Hyde design, materials, balance and finish means higher propeller efficiency and maximum miles per h. p., whether your boat is designed for fast or slow work.

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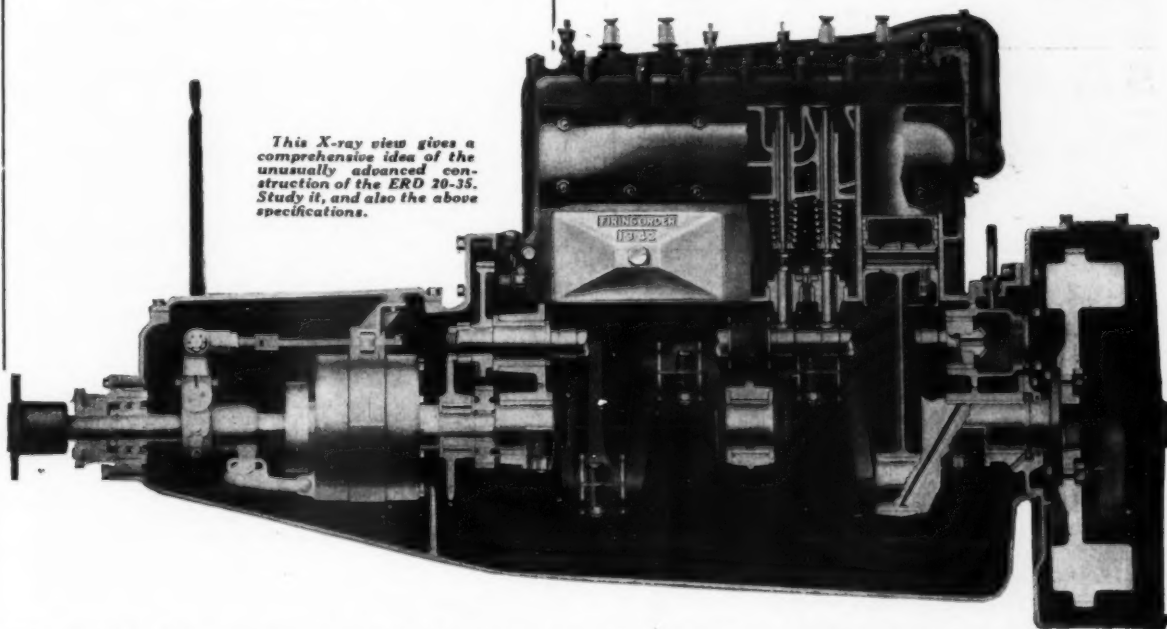
NO engine of its size and cylinder displacement has ever been able to equal the power developed by the Erd 20-35. Comparing it in detail with the ordinary marine engine design will better prove our claim. It is the ideal engine for your runabout, cruiser or work boat—economical, powerful, durable.

Quantity production makes it possible to offer this engine at an attractively low price. Full details are sent promptly upon request.

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The Boats of the Rum Runners

(Continued from page 90)

boat-builders. As a fisherman he bought engines from reputable agencies.

The speed of rum-running boats soon attracted attention and changed the prevailing style completely in their localities. Here were rugged work boats acting entirely out of form, judged by previous standards. Sportsmen who fished or hunted ducks in the old slow models were no longer satisfied. And the presence of fast work boats put slow pleasure craft to shame. Many persons hardly guessed the nature of the work these boats did. They were interested in the model and its performance. Boat-builders began to get orders for such hulls with glass windshields, half cabins for shelter against cold, and other adaptations for particular requirements of sport. In a little time some began building stock models equipping them with small flush cabins. And today the Jersey sea skiff is being made into a bridge-deck cruiser of strikingly handsome lines.

This is the logical development of the sea skiff as a pleasure boat. The balance of the hull is one of the most important items in its speed and general usefulness. For that reason, as a skiff, it carries the engine between bulkheads about in the center of the hull. On each side is placed a fuel tank. Attempts to place fuel tanks in the bow have been found impractical. The varying weight of the fuel makes it impossible to compute the proper balance. This may be readily understood when we remember that two hundred gallons of gasoline weigh more than half a ton. And this weight is the most variable factor in the entire load.

For this reason the same placement of engine and fuel tanks is retained in the cruiser as in the open skiff. The bridge is built directly over the engine hatch when the skiff is converted into a cruiser. A flush-deck or a hunting cabin forward and a cabin aft completes the adaptation. Another method of adapting the sea skiff to a cabin is to build a long cockpit with the floor in two levels. Forward over the engine the floor is about a foot higher than aft, with a step between. When the sea skiff hull is built for a cabin some alterations are usually made, especially in the stern. An unsightly, high, boxlike stern has succeeded the cut-under stern of the early models. This is widened for the cruiser and no longer attracts the eye for its awkwardness.

The boat-builders claim as a feature for the sea skiff that a moderate load does not reduce the speed more than a very few miles per hour. The usual rate is placed at two or three miles slower with a load in moderation. This applies to a cabin. With no heavy tank forward, the weight of a cabin is far enough aft to allow the boat to plane. It is for this reason that the claim is loudly made that cruisers of this hull go faster on less power than many other designs.

The lap-strake hull persists in the cruiser. The writer made numerous inquiries concerning the advisability of flush-built hulls for cruisers. The ancient argument between the two styles of construction was immediately revived. Flush-built hulls have been built and have performed according to expectations, but to a man the boat-builders emphatically advocate the lap-strake or clinker-built hull. It is claimed that with rivets used every few inches, the sides of the hull are almost as strong as if hewn from a single timber. The old charge that lap-strake hulls once they begin to leak are hopeless, met with heated denial. Ancient Seabright dories were exhibited still in good condition, to prove the contrary.

At high speed through rough water the sea skiff hull pounds badly. This is something that their builders frankly admit they never hope to remedy. It is characteristic of the type and cannot be overcome. Planing high out of the water on its flat bottom, the boat hits every ripple with the impact of its entire weight and speed. In very rough water or at top speed in ripples this pounding often becomes so violent that it sends a quiver through the entire hull. And it is this pounding that makes one wonder about the effect upon the seams through many seasons. I mentioned this to a boat-builder whose judgment I was bound to respect. He countered with a question. What would be the effect on the flush-built hull of my own stockily built cruiser? I admitted I thought it would open her up. Another Socratean question followed. How could I account for the fact that these boats did actually stand it? The reason for it was that the skiff is lap-strake. He would stake his reputation on it.

In speed these cruisers do well. A thirty-footer with a hunting cabin, powered by a 200 h. p. Hall-Scott engine, does twenty-eight miles per hour. A thirty-four-footer with a heavier cabin, powered by a Sterling 150 h. p. does about eighteen to twenty m. p. h. No Liberty motors have found their way into these cruisers so far as the writer could ascertain.

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MORE real engine—more zip and life—more speed—more flexibility—more quietness and smoothness—more of everything that the experienced buyer wants in an outboard motor is built into the Evinrude Sport Twin. It caps fifteen years of outboard motor development.

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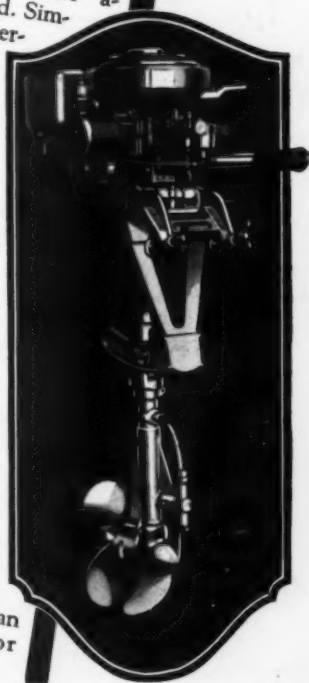
New Safety Reverse

—automatic—at a lift of the tiller. Reverses drive instantly, without swinging motor around. Simple, certain and absolutely safe. No other like it.

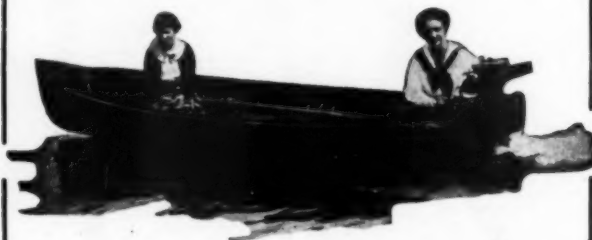
New Safety Tilt-Up

Motor cannot be injured by snags, shallows, or beaching (you can pull the boat right up on the dock). Can be locked for starting.

Sport Twin also made with bronze underwater parts, preferred by some for salt water use.



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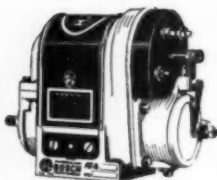
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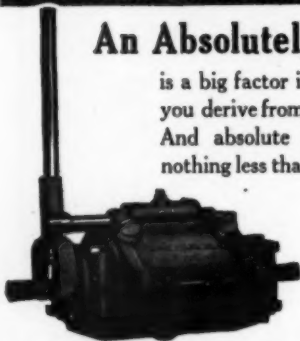


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THE CARLYLE JOHNSON MACHINE CO. MANCHESTER, CONN.

Eddie and His Gang Run Some Races

(Continued from page 21)

330 cubic inch piston displacement. The four cylinder Kermath and the new type F-6 Scripps are typical examples of the size and type of motor for which this class was intended. The race consists of three heats of thirty miles each, all run on the same afternoon.

Five entries were received for this year's Junior Gold Cup race. The winner, Lady Helen, is a Hacker designed and built craft, and was driven by Dick Locke. She is owned by Aaron De Roy. William Taylor acted as mechanic. Lady Helen is powered with one of the new six cylinder Scripps motors, type F-6, which develops in excess of 100 h.p. Her time for the three 30-mile heats was 59 minutes, 45 seconds; 1 hour, 2 minutes, 30 seconds; and 59 minutes, 33 seconds, respectively, which is an average speed for the 90 miles of just a shade under 30 miles an hour, certainly a very good performance for a boat of Lady Helen's size and power.

Struan II finished in second place in each of the heats, only a few seconds astern of Lady Helen. Struan II is owned by J. S. McConnell of Toronto. She was driven in the race by J. S. McConnell, Jr., and his father acted as his mechanic although this was done simply to comply with the rules that two persons be on board the boats during the race. As a matter of fact, so smoothly did the stock Kermath power plant with which Struan II is equipped operate, that there was no necessity of carrying a mechanic. The engine hatches were not opened during the race, and the boat ran as though she was being used for an afternoon's sail, rather than competing in an important race. Struan II was built by Ditchburn, and in style and finish is the equal of all of Ditchburn craft. The boat and power plant were admired and praised by all present.

The other three entries in the Junior Gold Cup class were stock Watercars entered by Horace E. Dodge and powered with Scripps engines. While these little boats were fast and at time made a serious threat to take the lead yet due to the fact that the hulls were taken directly out of stock by Mr. Dodge with no effort made to "doll" them up for the race, much more could not be expected from them than the very good showing which they made.

Saturday's racing was limited to the three heats for the American Power Boat Association Gold Challenge Cup which is described elsewhere in this issue. This year's event was the first time that the three 30-mile heats for this trophy have ever been attempted on a single afternoon. In previous years, the heats have been held on successive afternoons, but this year's plan of holding all three on the same day met with the unanimous approval of both contestants and spectators.

On Sunday, August 31, there were events for the Main Sheet, Connolly and DeRoy Trophies as well as an Invitation Race open only to Chriscrafts. Sunday's racing events ended with the annual Chance Race for the Miller Trophy.

The Main Sheet, which is the official publication of the Detroit Yacht Club, offered a number of trophies for boats powered with outboard motors. The craft were divided into three classes, according to piston displacement, and altogether, some thirty of these boats were racing at one time on a special one mile course laid out in front of the Detroit Yacht Club. Even Gar Wood, competed in this race having a specially built boat powered with three outboard motors.

The Connolly Trophy race was open to displacement runabouts with motors not exceeding 1,000 cubic inches which had a speed of at least 25 miles per hour. Seven boats started in this race, most of them Bear Cats and Chriscrafts. The race was won by Trudie, owned by J. J. Trudell of the Detroit Yacht Club, a stock Chriscraft. Woodfly, owned by Jack Wood of the Detroit Yacht Club was second.

In the race for the DeRoy Trophy, there were five starters, this race being won by Pal o' Mine Jr., owned by Charles E. Sorensen of Detroit. This boat was a Bear Cat powered with a 6-cylinder Hall-Scott motor and it finished over two minutes ahead of the second boat.

The Chriscraft Invitation race was the most spectacular and closely contested event of the whole regatta. In this race, only those boats built by Chris Smith and Sons of Algonac, Michigan were eligible. Although it might seem that these restrictions would place a limit on the number of starters, yet over fifteen boats approached the starting line, practically abreast, and kept so for nearly the entire length of the race which was fifteen miles. The event was won by Jul-Ed, owned by Edward Porath, which completed the course at an average speed of 29.4 miles per hour.

(Continued on page 98)

FRISBIE

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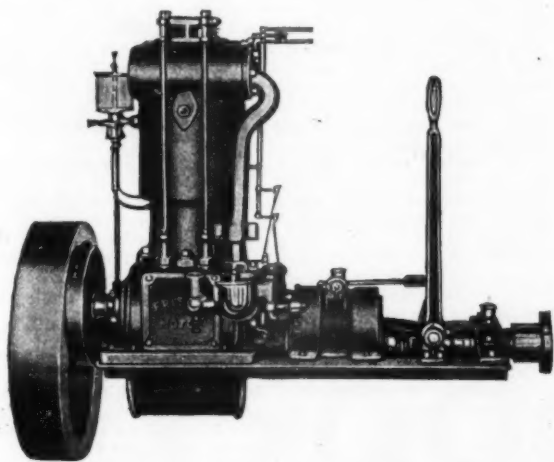


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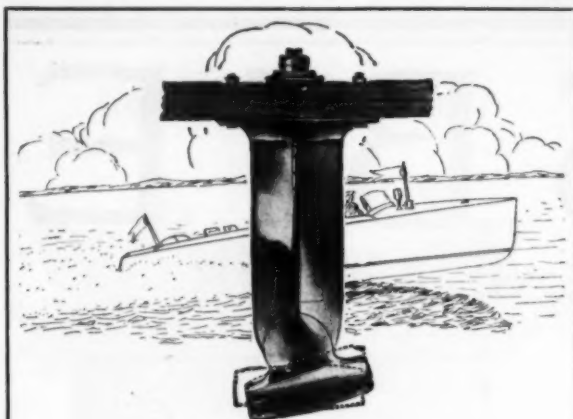


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Eddie and His Gang Run Some Races

(Continued from page 96)

Thirty boats started in the Annual Chance Race for the Miller Trophy. Phil Wood, driving Baby Gar IV, the Fisher-Allison winner, was the first boat to finish the 9-mile course. Gar Wood's new cruiser, Gar Jr. IV, was second, followed by a flock of Bear Cats and Chriscrafts which came in so bunched that it was difficult for even the electric timer to catch them.

The major event of the whole regatta was the 150-Mile Sweepstakes, held on Labor Day. Gar Wood had five entries as follows: Miss Detroit VII, which was driven by himself. This is the same boat and power plant which won the 1923 Sweepstakes race, running under the name of Teddy. Baby America Too, another of Gar Wood's entries was driven by his brother, George, with W. S. Smith acting as mechanic. This is the same hull which was raced in the Gold Cup race with a 625 cubic inch motor but in the Sweepstakes event, she was powered with a 1350 Liberty engine. Big Jim, another of Gar Wood's boats was entered by Jerry McCarthy. This boat was a stock Baby Gar with a full-sized Liberty power plant. Baby Gar IV which won the Fisher-Allison Trophy at Buffalo in August, was also entered by Commodore Wood and was driven by his brother, Phil. Gordon Hamersley of New York entered his new Baby Gar, known as Cigarette, Jr., under the colors of the New York Yacht Club.

Horace E. Dodge entered three boats: Black Cat which was driven by Mr. Jovee, Baby Horace III, driven by Mr. Abar, and Baby Delphine, driven by Paul Strasburg. Baby Delphine is a Hacker-built craft, similar in design and construction to Edsel Ford's 999.

Jack Williams of Buffalo entered his old reliable Wilgold II. Edsel Ford's 999, which made such a clean sweep of the Southern Regatta at Miami, Florida, last winter, was entered, her crew being Messrs. Dahlinger and Smith. Mr. Ford also entered his Woodfish, a 33-foot Hacker boat, powered with a full-sized Liberty. Woodfish was driven by John Stroh, with Mr. Jewell acting as mechanic. Commodore Humphrey Birge of Buffalo entered his Bearcat, Eastwind, handled by his reliable race crew consisting of Dinty Moore and Hoyt. Eastwind is a stock Baby Gar powered with a 6-cylinder Hall-Scott engine.

The two smallest boats in the race were Baby Bootlegger, owned and driven by Caleb Bragg and Miss Columbia owned by members of the Columbia Yacht Club of New York City. Baby Bootlegger was powered with a Wright motor of a little over 700 cubic inches piston displacement, and Miss Columbia with the same Wright motor of 625 cubic inches which drove her so well in the Gold Cup races. While these two New York boats had only about one-half the piston displacement which is allowed by the rules, yet both of them finished well up among the leaders.

The Sweepstakes race this year, as in 1923, was open to displacement craft powered with motors not over 1350 cubic inches, with the exception that boats of at least 32 feet in length were allowed to carry full-sized Liberties of 1650 cubic inches. The race consisted of one heat of 150 miles in length. Boats were allowed to stop as often as they wished for fueling or mechanical adjustments providing same was made at their pits which were established for each boat at the dock in front of the Detroit Yacht Club.

The method of starting the boats in the Sweepstakes race differs considerably from that in any other event. It is patterned after the start of motor cars at the Indianapolis Speedway. The boats are paced around the race course for one complete lap before the official start. The order in which the boats line up for the paced lap is determined by their speed made in qualification trials held previous to the race. The faster boats are permitted in the front row, four abreast. The others follow along in similar rows astern of the leaders.

At the very start, Gar Wood in his Miss Detroit VII with O. Johnson at the throttle went into the lead and was never headed throughout the race. Gordon Hamersley in his new Cigarette, Jr., took a position immediately behind the leader and stayed in her wake the entire distance, finishing the race less than one second behind the winner. It made a very spectacular race from the onlookers' viewpoint for the entire 150 miles.

Edsel Ford's 999 ran in third position for the first fifty miles until she burned and was compelled to withdraw. Baby America Too started out in third position but dropped astern of 999 after the first lap and continued in fourth position for three laps until she was compelled to withdraw due to a hole in her bottom. Big Jim, running a fine race with Jerry McCarthy at the helm, ran fifth until Baby America Too withdrew when she went into fourth position until the seventeenth 3-mile lap was pressed when she took third position, vacated by 999. However, Big Jim's lasting qualities in third position were not long lived as she withdrew from the race in the twenty-fourth lap due to motor trouble.

(Continued on page 114)

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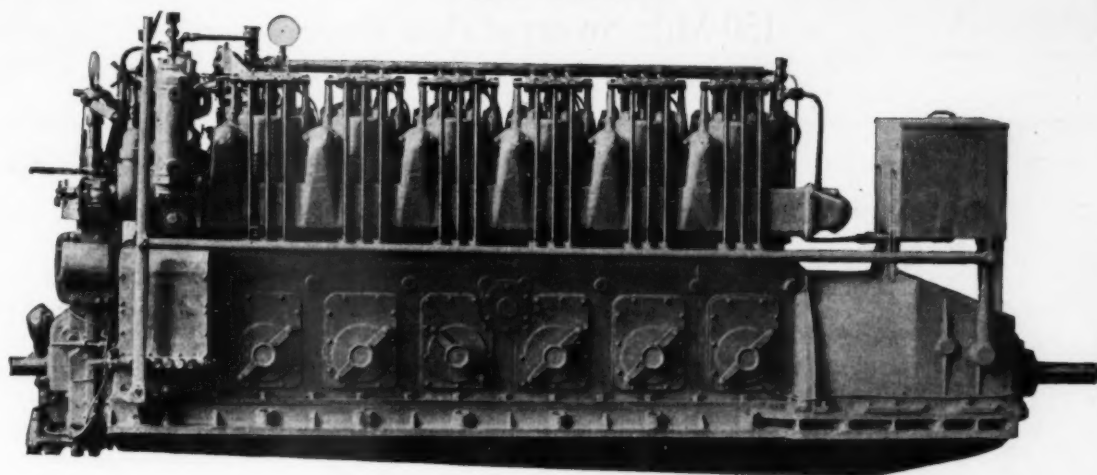
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Advertising Index will be found on page 125



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150 Mile Sweepstakes Race

Detroit, September 1, 1924

Table of Speed by Laps

Boat No.	Boat Name	Club	Owner	Driver	Mechanic
G 1.....	Miss Columbia.....	Columbia Y. C.....	Columbia Yacht Club.....	Chas. P. Chapman.....	Carlisle.....
G 5.....	Baby Bootlegger.....	Columbia Y. C.....	C. S. Bragg.....	Phil Wood.....	Capri.....
F 30.....	Baby Gar IV.....	Detroit Y. C.....	Gar A. Wood.....	Geo. Wood.....	W. S. Smith.....
T 36.....	Baby America Too.....	Detroit Y. C.....	Gar A. Wood.....	Gar Wood.....	Johnson.....
T 37.....	Miss Detroit VII.....	Detroit Y. C.....	Gar A. Wood.....	Jerry McCarthy.....	McAllister.....
T 45.....	Baby Gar V.....	Detroit Y. C.....	Horace E. Dodge.....	Wm. Abar.....	Hudson.....
T 46.....	Baby Horace III.....	Detroit Y. C.....	Horace E. Dodge.....	Paul Strassburg.....	Martin.....
T 47.....	Baby Delphine III.....	Detroit Y. C.....	Edsel B. Ford.....	John W. Stroh.....	Jewell.....
T 49.....	Woodfish.....	Detroit Y. C.....	L. Gordon Hammersley.....	D. N. S.....	Kinney.....
T 55.....	Cigarette Jr.....	New York A. C.....	J. A. Williams.....	D. N. S.....	Hoyt.....
T 57.....	Curtis Wilgold.....	Buffalo L. C.....	Humphrey Birge.....	Dinty Moore.....	Smith.....
T 59.....	East Wind.....	Buffalo L. C.....	Edsel B. Ford.....	Ray Dahlinger.....	Putney.....
T 99.....	Nine Ninety Nine.....	Detroit Y. C.....	Horace E. Dodge.....	Wm. Joyce.....	Elliott.....
T 13.....	Black Cat.....	Detroit Y. C.....	J. A. Williams.....	J. A. Williams.....	
T 52.....	Wilgold II.....	Buffalo L. C.....			

LAP SPEEDS

Boat No.	Lap 1. Miles per hour	Lap 2. Miles per hour	Lap 3. Miles per hour	Lap 4. Miles per hour	Lap 5. Miles per hour	Lap 6. Miles per hour	Lap 7. Miles per hour	Lap 8. Miles per hour	Lap 9. Miles per hour	Lap 10. Miles per hour	Lap 11. Miles per hour	Lap 12. Miles per hour	Lap 13. Miles per hour	Lap 14. Miles per hour	Lap 15. Miles per hour	Lap 16. Miles per hour	Lap 17. Miles per hour
G 1....	36.0	41.3	42.3	41.2	41.2	41.5	41.3	41.2	42.0	42.9	42.1	42.0	41.0	42.5	43.9	45.9	42.5
G 5....	34.6	44.7	44.8	45.0	44.3	43.9	44.7	43.4	44.9	44.7	43.6	44.6	44.8	44.1	43.8	44.1	42.9
F 30....	42.5	45.9	45.7	45.5	46.2	46.2	45.2	45.1	45.5	48.5	47.3	45.0	46.6	45.9	46.6	46.6	46.2
T 36....	49.2	49.6	48.8	Out.	Hole in bottom.	51.8	53.3	50.7	51.3	52.2	52.2	50.5	53.0	47.5	47.0	44.8	47.7
T 37....	52.2	49.4	51.5	53.6	49.0	49.0	49.3	49.0	49.4	49.4	49.2	49.0	53.6	45.0	48.4	49.6	49.0
T 45....	47.3	49.4	49.0	49.2	49.0	49.0	49.3	49.0	49.4	49.4	49.2	49.0	53.6	45.0	48.4	49.6	49.0
T 46....	40.7	45.2	45.3	45.7	46.2	46.2	44.8	45.0	43.8	45.0	18.5	46.1	45.1	46.8	46.4	48.4	44.1
T 47....	42.8	49.8	49.8	49.8	49.4	49.0	49.8	49.6	49.6	50.0	47.5	38.4	48.2	49.2	49.4	49.6	49.8
T 49....	37.7	44.3	46.1	45.0	42.1	43.8	45.0	45.2	42.8	44.7	44.5	44.7	44.5	45.7	45.7	45.2	45.2
T 55....	51.0	49.4	52.0	53.0	52.2	52.5	51.8	51.7	49.4	51.8	52.2	50.7	52.0	48.6	47.3	44.8	47.3
T 57....	D. N. S.																
T 59....	34.9	40.7	40.7	40.6	40.6	40.8	40.7	39.9	41.0	41.2	41.0	41.0	41.2	41.0	40.8	41.0	41.0
T 99....	49.0	50.3	49.8	50.5	50.0	50.5	49.4	50.3	47.5	48.2	49.0	49.0	49.8	50.0	50.3	53.0	47.9
T 13....	32.9	40.6	36.0	7.23	39.9	39.2	37.4	36.0	36.8	Out. Flag	ged. Did not qualify.	Could not show	qualifying speed before 10				
T 52....	37.3	43.4	43.1	43.3	47.8	44.1	42.3	43.1	43.1	42.4	42.9	42.05	42.8	41.5	33.3	42.8	42.1

LAP SPEEDS

Boat No.	Lap 18. Miles per hour	Lap 19. Miles per hour	Lap 20. Miles per hour	Lap 21. Miles per hour	Lap 22. Miles per hour	Lap 23. Miles per hour	Lap 24. Miles per hour	Lap 25. Miles per hour	Lap 26. Miles per hour	Lap 27. Miles per hour	Lap 28. Miles per hour	Lap 29. Miles per hour	Lap 30. Miles per hour	Lap 31. Miles per hour	Lap 32. Miles per hour	Lap 33. Miles per hour	Lap 34. Miles per hour	Lap 35. Miles per hour
G 1....	45.0	43.4	44.8	45.9	45.7	41.8	42.6	42.6	42.5	42.3	41.6	41.5	41.5	18.9	41.8	41.6	41.6	42.8
G 5....	44.1	43.4	44.3	47.3	41.0	44.3	44.1	43.6	19.3	44.8	44.1	43.8	44.3	44.5	44.7	45.0	45.0	45.5
F 30....	47.0	47.3	45.5	46.1	46.8	47.0	46.8	46.6	46.2	46.8	46.8	46.6	47.0	44.8	27.2	47.0	47.3	47.0
T 36....	49.4	46.4	46.8	46.1	47.0	46.2	36.4	47.9	45.0	47.9	47.5	46.8	44.8	44.8	47.9	46.8	44.7	44.7
T 37....	38.6	49.4	49.4	49.2	49.2	48.6	48.4	47.0	46.8	44.8	44.1	Out.	47.3	47.3	47.3	48.8	48.2	48.6
T 45....	44.7	20.6	47.3	46.4	46.4	46.2	46.4	43.1	47.7	46.1	47.5	47.5	47.5	47.5	47.5	48.8	48.2	48.6
T 46....	49.6	48.6	47.3	49.0	49.4	50.3	49.6	49.7	48.4	22.3	43.9	19.5	49.0	49.0	50.5	49.8	50.0	49.8
T 47....	42.6	44.7	45.0	44.8	46.2	43.8	44.7	44.7	45.5	45.0	45.0	45.0	45.0	45.9	45.7	45.7	45.9	45.5
T 49....	40.4	46.8	45.9	48.0	47.3	45.5	47.0	49.8	45.2	45.2	46.2	48.4	45.2	43.9	48.2	46.2	45.7	43.9
T 57....																		
T 59....	41.0	41.2	41.2	41.2	41.2	40.8	40.8	40.8	41.0	41.0	40.6	24.1	33.5	41.2	41.2	40.8	40.8	40.7
T 99....	th Lap	Burned up in 18th Lap																
T 13....	41.8	42.8	46.4	42.9	43.0	42.9	42.9	42.0	42.6	43.1	42.3	42.6	42.8	42.9	42.6	42.6	19.8	42.1
T 52....																		

LAP SPEEDS (Concluded)

Boat No.	Lap 36. Miles per hour	Lap 37. Miles per hour	Lap 38. Miles per hour	Lap 39. Miles per hour	Lap 40. Miles per hour	Lap 41. Miles per hour	Lap 42. Miles per hour	Lap 43. Miles per hour	Lap 44. Miles per hour	Lap 45. Miles per hour	Lap 46. Miles per hour	Lap 47. Miles per hour	Lap 48. Miles per hour	Lap 49. Miles per hour	Lap 50. Miles per hour	Total elapsed time	Average miles per hour for course	Finish position
G 1....	43.9	44.7	42.1	43.3	42.8	44.5	43.9	43.6	42.6	43.4	43.3	42.3	44.7	43.4	41.2	3:37:10.04	41.4	7
G 5....	45.2	45.5	45.0	45.5	45.0	45.7	45.7	45.7	45.5	45.0	45.2	45.0	45.0	44.8	45.0	3:28:45.53	43.1	5
F 30....	47.0	46.8	46.8	46.8	48.2	46.2	47.0	47.0	47.0	47.3	46.6	47.0	47.7	47.7	47.7	3:17:06.21	45.7	3
T 36....												Fastest						
T 37....	43.6	45.5	53.0	48.6	51.0	46.6	50.3	50.7	52.0	51.8	51.5	54.8	53.8	53.8	52.0	3:04:41.63	48.7	1
T 45....																		
T 46....	48.6	48.4	46.4	48.4	47.7	47.3	47.3	24.8	48.2	49.3	48.7	48.2	48.6	47.5	46.8	3:31:44.41	42.5	6
T 47....	49.8	49.6	49.8	49.2	50.3	49.4	49.6	Out.	Engine trouble	lap 43rd								
T 49....	45.0	45.9	45.2	44.3	45.2	45.9	45.9	45.7	45.7	45.0	45.2	45.9	45.0	45.9	48.2	3:21:08.25	44.8	4
T 55....	43.8	46.2	50.0	48.8	51.0	46.4	50.5	51.8	48.2	51.3	52.5	53.8	53.0	54.1	54.1	3:04:43.18	48.65	2
T 57....																		
T 59....	39.8	29.2	41.2	40.8	40.7	40.4	15.0	39.2	40.8	40.7	40.8	40.7	40.8	40.7	40.4	3:54:23.07	38.4	9
T 99....																		
T 13....																		
T 52....	42.9	43.1	42.9	42.8	43.1	42.8	42.9	42.1	42.9	42.9	42.3	42.9	42.1	41.3	39.9	3:38:29.46	41.2	8

See pages 20-22 for Complete Story of Sweepstakes Race

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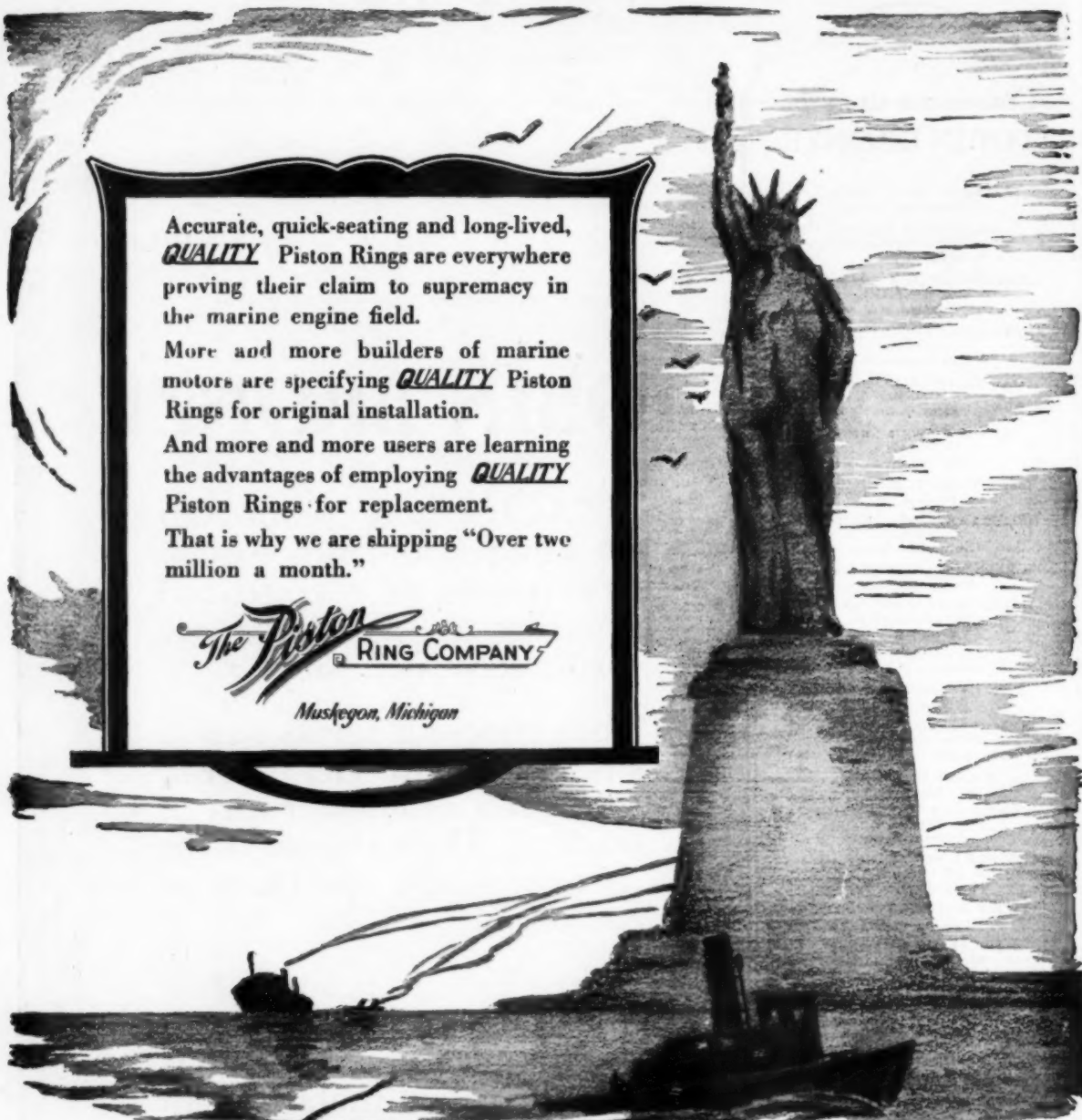
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Why they "put it up to old man Joe"



Joes Gear Goes Coast Guard Requirements One Better

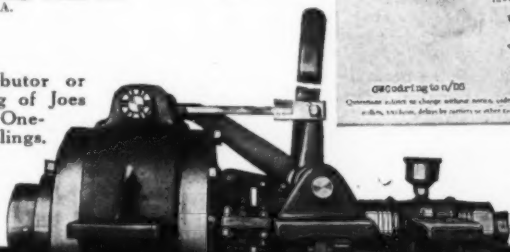
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May - 12th - 1924.

Snow & Petrelli Mfg. Co.,
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Attention: - Mr. A. T. Mahstedt, Sec'y.

Gentlemen:-

Replying to yours of May 8th, we wrote you fully on May 9th, regarding the gears which we made test on.

We are mailing you an additional order for 1 - #470 today and as stated in our previous letter, we will adopt your reverse gear to all models of our engines that we can possibly use it on.

We believe the gear to be first class in every way.

Again thanking you for your co-operation, we are

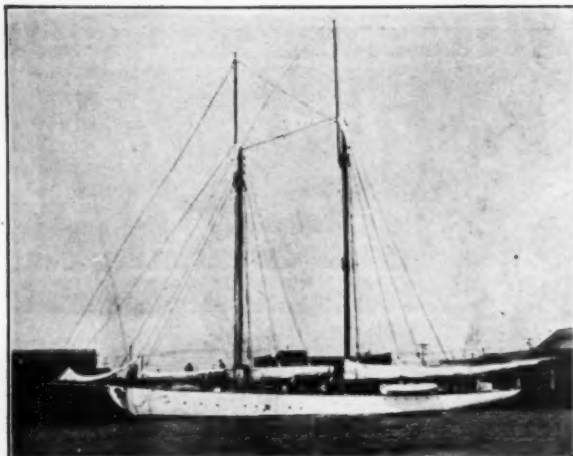
Yours very truly,

WINTON ENGINE WORKS.

[Signature]
Manager.

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The "Aurora," owned by Mr. "Cliff" Durant, designed by Lea, Brinton and Wayland, of Seattle, built by James Madden, Sausalito, Cal., equipped with two A. E. Co. Motorboat Windlasses.

AT LAST—a moderate priced Electric Hoist for Sail and Boat!

Many yachtsmen are now using the A. E. Co. "Motorboat Windlass," not only to weigh anchor, but also as a sail and boat hoist.

It is ideal for this purpose—simple, rugged, light, compact and powerful.

It costs practically nothing to operate, as it will run off storage batteries or the smallest generators. And its price is well within the range of any boat owner's purse!

It is as easy to operate as the self-starter of an automobile. You just step on the button and the "Windlass" hoists the sail or boat quickly and easily, without any effort on your part other than coiling in the rope.

A recent installation is shown above—the "Aurora" equipped with two of the Gypsy type "windlasses," which are used for hoisting both sail and small boats. Both "windlasses" can be operated from one control if desired.

Get the complete details about this inexpensive boat and sail hoist. Write us direct—or better still get in touch with your nearest distributor.



A. E. CO. motorboat electric windlass, gypsy type for rope or cable, installed on the "Aurora."

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Headlands and Harbors

(Continued from page 18)

any butcher's to the accompaniment of new potatoes and the inevitable cabbage. We have had marmalade at odd hours, and tea in the afternoon, but in spite of Barkham's best efforts we have never once tasted delicious American coffee.

So you see what a canny restaurateur it was who put that sign in his window. The early part of the lunch we dashed off in some haste, cabbage and all, and the coffee was carried on. I rolled a cigarette, lighted it, poured cream into the coffee, and hesitated.

P. L. said, "You won't be too disappointed if it's as weak as usual, or if the cream happens to be skimmed milk?"

I replied bravely that I would bear up like a man, and sipped the gold-brown fluid. It was strong; the cream was cow's cream, and sweet, and I heaved a sigh of heart-felt satisfaction. Now that I think of it, Torquay does look something like Newport. It's a charming place, and I could stay there a week, ordering nothing but coffee, and—oh yes, fresh strawberries with clotted Devonshire cream.

They came next, and if you have never tasted clotted cream, you have much to live for. I happen to know how the cream is clotted and to know that anyone, whether he be ashore or afloat, can make it. The only essentials are fresh milk and patience. You pour the milk into a shallow pan and let it stand for twelve hours. Then you put the pan gently over the fire and just scald the milk. After that you wait another twelve hours before skimming off the thick, lumpy, delicious cream.

This Devonshire cream can be sipped, or rolled on the tongue, or chewed. No sanctimonious father of a family can possibly be cross who eats it with oatmeal for breakfast. The plainest girl in the world can have husbands by the dozen if she knows the recipe for making it. And I have done my day's good deed by broadcasting the secret.

Returning to Brixham over roads that gave us now a full sweep of Tor Bay churning under a brisk southwest wind, and again an intimate glimpse of Devon's grassy hills and ivied woods, we hailed Barkham and boarded the Adastral. Dartmouth was our next stop and we wanted to make it while the wind was strong.

If Barkham has any trait that might be called a fault it is cautiousness, and if I have any fault at all it is too great readiness to listen to advice. Under these influences, we knocked down a reef before setting the mainsail and letting go from our mooring. But the wind had done its day's work, and when in time we drifted under the lee of Berry Head, which forms the south arm of Tor Bay, the air was one large soft spot. Moreover the sea was lumpy, with a confused cross rip off the head, and we soon had the motor going, shaking the reef out of the sail and leaving it standing to steady us.

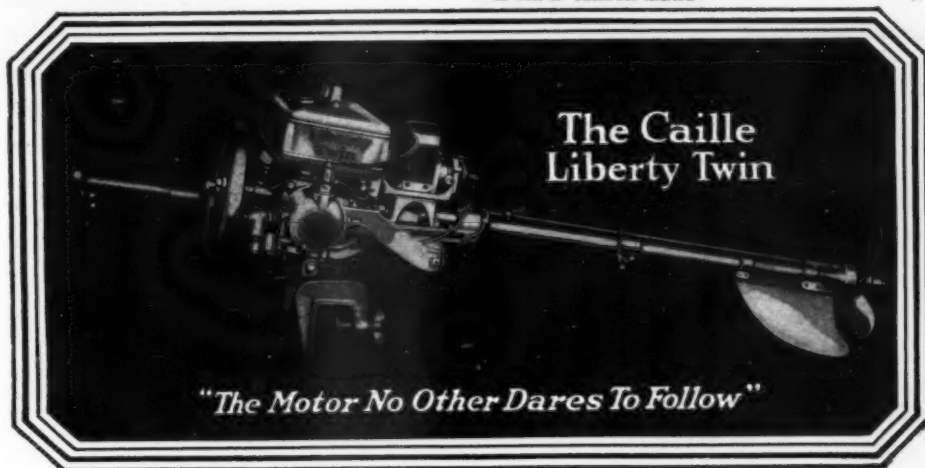
A southeasterly course of one mile gave us an offing, and then for half an hour we tried to make headway without the motor. But it was no go. The light air was baffled by the rolling of the boat, and we were glad to continue under power.

Running outside of East Blackstone and Mewstone Rocks, that fringe the eastward entrance to the River Dart, we caught our first glimpse of ancient Dartmouth Castle, and at almost the same moment Barkham glanced astern and sighted four majestic battleships standing in toward Tor Bay. Here was a contrast for you. Across our bow the old, which was erected in the fifteenth century and had attained to ripe age when the Pilgrims sailed past it on their way to America. And over our stern the new, a quartet of mighty engines of war, inward bound from the nation the Pilgrims had established. For these ships—we recognized them by their basket masts were American, steaming northward to give four thousand gobs a holiday in Torquay.

Dartmouth. . . If an experienced yachtman were given the opportunity that all reformers crave of remaking the world, he would leave the inhabitants as they are and turn his attention to the harbors. And if he were told that he might have one perfect haven he would design it somewhat as follows: An easily recognizable approach, with a beacon on a high hill, and offlying islands to aid in identification; the entrance lying between picturesque headlands so that the yachtman might have tricky air currents to test his sailing skill; and on each shore a ruined castle to remind him that his present good fortune is a heritage of the perils endured by his seafaring ancestors.

Inside the entrance the deep channel would turn abruptly to the left to break the first force of the raging sea that piles up on the outer rocks; and then to the right to smooth the heavy swells to ripples. As the channel of this Utopian harbor turned for the second time it would open into a deep pool, land-locked among rolling woods and meadows. The bottom would offer good holding ground for a yacht of any size. On each shore would be placed a town that seemed to grow out of the soil, and along the water front there would be

(Continued on page 108)



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The motor that proved the direct drive principle. Complete with battery ignition. Same principle as Liberty Twin but single cylinder and very moderately priced.

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Here's a powerful, all-purpose rowboat motor that has set a new standard of efficiency for shallow-water navigation. No other measures up to it. It is the *only* motor that will drive *any* rowboat *any* place it will float!

The balanced swinging drive-shaft and guarded propeller rises gently over every sunken obstacle, *clears* it without even a jolt. No smashing or bumping into sunken logs and boulders—no troublesome tangling of propeller blades in weeds and snags—no jabbing into sand or mud bottoms—not with the



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We claim that no standard make of vertical type rowboat motor (with or without tilting device) can follow a Caille Liberty Twin through shallows, over sunken logs, stones, debris and through weeds.

**We Challenge Any
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Gentlemen: Please send me Big Folder giving complete details of your Caille Liberty Twin motor and other rowboat motors.

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Have you previously used an outboard motor?

Which make?

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OLE EVINRUDE'S MASTER MOTOR

1/2
MORE
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Weights Less Than 17 lbs. per H.P.

Ole Evinrude builds the lightest 3 H.P. motor made. He could as easily build the lightest 1 H.P. or 2 H.P. motor. But he knows that less than 3 H.P. is not enough for the speed you want or the safety you have a right to expect in rough waters, or with heavy loads. In the Elto Twin you get not only ease in carrying, but one-half more power and much more speed.

"Starts with a Touch"

No other outboard motor gives you instant starting every time, and safe rudder steering, leaving both hands free to troll or cast. The Elto is the safe family motor. No danger of sudden capsizing of boat while reversing. Weed-free, self-tilting propeller. Trouble-proof carburetor. The Elto fits in carrying case without taking apart. Write for free catalog.

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Headlands and Harbors

(Continued from page 106)

hospitable inns with names like the King's Arms, the Raleigh and the Castle.

In concocting this ideal harbor the imaginative yachtman would like it in years to come to be associated with the names of the great mariners, such as Sir Walter Raleigh, Sir Francis Drake, and Captain John Davis, or others who would explore a new world so that less adventurous souls might live and cruise in peace and plenty. And, of course, he would name his harbor Dartmouth.

For two days we lay in this charming haven, surrounded by yachts of every kind and motive power, and before the desire for change got the better of us we visited Philip's boat yard, where a new Tern is building for Claude Worth. She is the fourth of an able series, and the first yawl of the four—a big flush-decker with powerful lines. I am not enough of a yachtman to describe her in technical terms, but her hull seems capable of going anywhere—without being of the sort that Barkham says will starve you before it drowns you. Mr. Worth is his own architect, and I venture the guess that after thirty-five years of cruising experience he has designed something that will give speed and comfort without too much sacrifice of one or the other quality.

Delaying too long at the yard that afternoon, we missed the boat up the Dart to Totnes and decided to walk toward the sea to Dartmouth Castle. Looking down from the grass-grown ramparts it is not difficult to conjure up a vision of the Mayflower and the Speedwell, putting in here from Holland on their way to New England—and putting in, the local history says, because the captain of the Speedwell funk'd the trans-Atlantic jaunt and claimed that his craft was unseaworthy. And one can even hear the robust carpenters of Dartmouth declaring in no uncertain terms that she is as sound as a Columbian half dollar.

So in a few days the Speedwell journeyed with the Mayflower to Plymouth. But there her skipper had another attack of caution, and, unless I am unreliably informed, claimed that his vessel had been too heavily laden with genuine Colonial furniture, and would never stand the racket. So, without shame or pride, he stayed at Plymouth and the Mayflower sailed on, and Prohibition took root in the rich American soil.

Perhaps I lack something of the austere truthfulness of the historian and would better stick to simple narrative. Be it related, then, that after we had inspected the ancient castle we turned homeward, and sat down to rest under a tree whose melodious birds broke the perfect stillness of the afternoon. And while we rested the terrible wailing of a strangled bagpipe smote our ears from across an arm of the harbor. It couldn't have been more than a mile away, and so it was very loud and insistent. P. L. said:

"That settles it."

"Settles what?" I asked.

"Why, we can never cruise to Scotland until the last bagpipe has been hunted to its lair and suffocated."

So we left our shady seat and returned to Alastra. During our absence another yacht had entered the harbor, and as the tide turned and she swung, we saw that she bore the name of Tern III. This was the last of Claude Worth's cruisers previous to the one we had seen building in Philip's yard, and we were much interested in her.

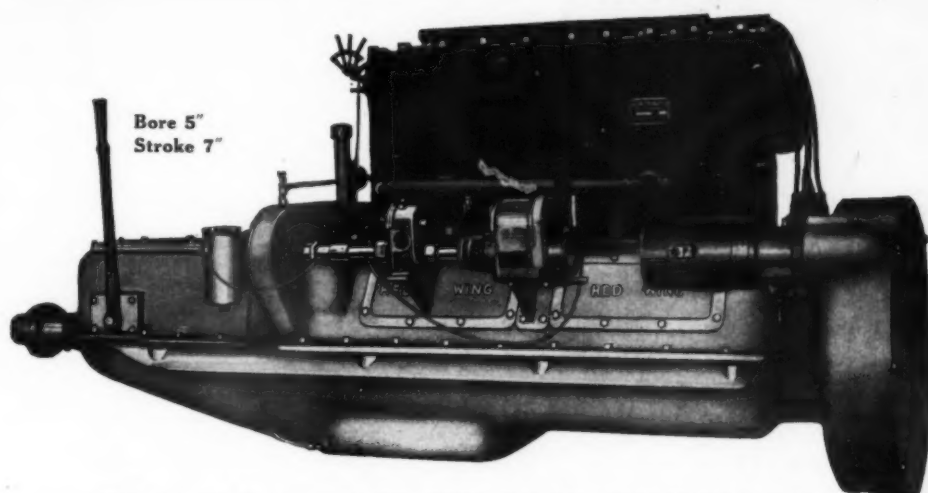
Before long Barkham picked up the news that she was bound for Plymouth in the morning, and that her new owner thought of stopping in at Salcombe Harbor on the way. This matched our own indefinite plan for the morrow, and we looked for a brush between the two boats—one a cutter and ours a yawl.

But when we got under way at 8:40 the following morning Tern III still had her hook down. One of ours—we had used both bower and kedgie because the harbor was a little crowded and we yawed widely when the tide was against the wind—our bower anchor was fouled and it took us minutes to undo the turns from the shank. Then as we motored down the channel the drain plug casually dropped out of the carburetor into the bilge and we stopped suddenly. Arr! after that had been fished out and we had passed between the guardian castles, there was no wind to speak of.

So Tern III, starting perhaps an hour later, cleared the entrance when we were only a mile outside. There was not yet any air to race with and what little there was came from the wrong quarter—and that was just the situation that finds me least able to make up my mind.

In such a case the question is whether to lower all sail and use the motor, or leave the sails standing and steam a course that will be of some use on the wind. To a sailboatman the first horn of the dilemma seems dull, and to a motor boatman the second horn seems wasteful, since it means, if

(Continued on page 110)



The four cylinder four cycle BIG CHIEF 40-60 H.P. "THOROBRED" showing double ignition system and Paragon reverse gear running in oil bath.

The "BIG CHIEF" 40-60 H.P.

Red Wing Thorobred
THE MOTOR WITH POWER TO SPARE

BIG CHIEF SPECIFICATIONS

Horse power	40-60
Bore, Stroke	5" 7"
Crank shaft diameter	2-5/8"
Valve diameter	2-3/4"
Diameter propeller shaft.....	1-1/2"
Cam shaft diameter.....	1-1/8"
Fly wheel diameter.....	18"
Timing gears, helical cut.....	
Connecting rod bearings.....	2-9/16x3"
Five crank shaft main bearings.....	
Water pump, gear type, bronze—	
Inlet and outlet.....	1"
Total length main bearings.....	17-1/16"
Square inches of main bearings.....	140
Piston pin diameter.....	1-7/16"
Four piston rings.....	5/16" wide
Overall dimensions—	
Length.....	76-1/8"
Width, bolt to bolt.....	21"
Height above crank.....	24-5/8"
Oil pan depth.....	7-1/4"
Weight, grey iron type.....	1,700 lbs.
Weight, aluminum type.....	1,300 lbs.
LUBRICATION —Pressure feed by drilled crank shaft and crank case to all main bearings, connecting rod bearings, cam shaft bearings and piston pin bearings.	
OIL PUMP —Bronze, gear driven. Heavy duty type with large area strainer.	
IGNITION —Double ignition with separate Bosch battery distributor in addition to Bosch high tension magneto with impulse coupling. Two sets spark plugs for each cylinder.	
REVERSE GEAR —Paragon, mounted on unit base extension, and running in continuous bath of oil.	
CYLINDERS —Cast in pairs, L head type with detachable cylinder heads. Cylinder walls machined, ground and honed.	
BEARINGS —Bronze back babbitt lined throughout.	

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In completeness of equipment and convenience of assembly, the BIG CHIEF will appeal to every boating enthusiast. The very best accessories that can be secured are furnished as regular equipment, and accessibility to every piece of equipment as well as the engine's interior has been carried out to a remarkable degree of simplicity and efficiency. The BIG CHIEF is the logical choice of the man who wants real marine motor satisfaction.

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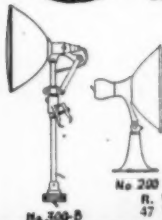
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BOAT SUPPLIES

Headlands and Harbors

(Continued from page 108)

the wind is ahead, steering away from the destination. If I were sailing single-handed I should probably drift with the tide for hours, unable to reach a decision; but when P. L. is at the tiller and demands a compass course the leadlock is broken.

On the starboard tack, then, but with the engine running, we headed offshore for the northern end of Skerries Bank. Abreast of the buoy we found the current against us, but the wind freshened as the land dropped astern and soon we were able to proceed under sail alone.

Tern III had hugged the shore, apparently using both sail and power, and when with a growing southwest wind we tacked toward Start Point she was one leg and about two miles ahead of us. The calm, overcast morning had given way to a sparkling noon, with the silhouette of Start Point brilliantly outlined against the sea, like the backbone of a scaly prehistoric monster, down on all fours to drink the Channel dry. Sailing by this thirsty reptile and guided by the horn that sticks upward like a lighthouse from its head were a dozen vessels of assorted sizes, all unaware that if the monster drank its fill there would be no sea left for them to float on.

Barkham prepared lunch for us at one o'clock and took the helm; and when P. L. and I came on deck again he showed us Start Point well astern, Prawle Point abeam, and a Brixham trawler under our lee. Tern III was on the starboard tack, standing out to clear Bolt Head, and we knew then that she was on her way to Plymouth. So, too, were we, for the wind was constantly freshening and had become too good to waste at anchor at Salcombe.

Holding our tack until the trawler had come about and we were beginning to feel the blanketing effect of Bolt Head, we also put about to seaward and soon brought Tern III on a line between us and Plymouth. At this moment, hoping that we could sail as close to the wind as she, we reached after her on the port tack. The trawler dropped astern.

Our course from a position off Bolt Head to Plymouth entrance was northwest, the wind was about south southwest, and the stage was set for a fine, fast run. On our lee bow the green meadows stood up edgewise on the Devon hills, static and symmetrical like an airplane map, but on the other bow the wind was mustering its strength and coming down in lively gusts. This combination of cliffs and wind makes the coast a wicked spot in a storm, but on this day it seemed only friendly and inviting.

For three hours we enjoyed the first sample of perfect sailing weather that we had had since leaving Ryde—and enjoyed it the more because Tern III, while still ahead of us, was gradually falling off to leeward. In time she came about and passed astern of us on the starboard tack, and when we sidled by the Mewstone to eastward of Plymouth Sound she was well out of the running. No wager had been laid and perhaps she was not racing. But both boats had all ordinary sail spread in a wind brisk enough at times to knock our rail under, and to us on Adastral it seemed like a fair contest in pointing.

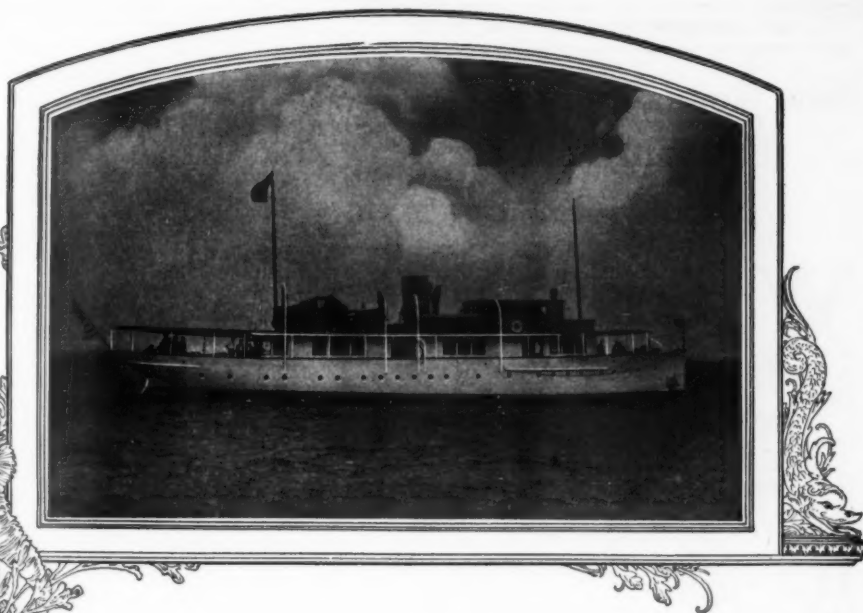
In the late afternoon, with started sheets, we left Plymouth breakwater to port and stood up the harbor, hopeful of falling in with a local yacht and being guided to the best anchorage. But the only boat we saw moving was anchored behind Drakes Island abreast the city, and she moved so much that we decided not to keep her company. Jibing over, we headed back for the Cattewater, which, though farther from the centre of things, is protected from southerly winds. Then, under power, we selected anchorage in obedience to the emphatic but somewhat ambiguous signals of an elderly cove aboard a local yacht. Although we had taken ten hours for a run of forty miles, we had sailed along the most beautiful part of the enchanting Devon coast and were sorry it had not been longer.

We were no less sorry that the run had to end in Plymouth, which is dirty and ill adapted to the yachtman's needs. Yet we were glad when we went ashore to walk along the Hoe, where Drake was bowling when the news of the Spanish Armada was brought him, and to recall that on our Panama cruise P. L. and I had sailed where he had fought other Spaniards and where his valiant spirit had succumbed to fever.

While we were eating dinner in the heart of the city Barkham was faring as best he could along the water front. When we returned to the landing steps we found him sitting at bay in the dinghy, thinking uncharitable thoughts of Plymouth while a horde of nippers clamored for a ride. At the outset they had tried to take the boat from him by force of numbers, but now after two hours they were resorting to wheedling words—none of which had any effect on the imperturbable Barkham, who had once been a nipper himself.

Little though we liked the Cattewater as an anchorage we
(Continued on page 112)

M. Y. CYNTHIA



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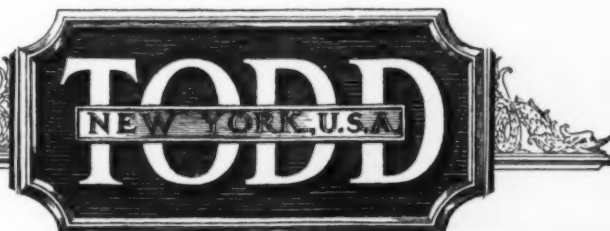
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Headlands and Harbors

(Continued from page 110)

stayed there until noon the following day, while Barkham combed the city for a new glass for the cabin skylight. On our run up from Dartmouth we had hoisted the dinghy aboard for the first—and last—time, and I had been successful in putting its pointed bow through the glass. And now when the man returned from his errand we discovered that the glazier, out of the kindness of his heart, had cut the glass half an inch too long—and made no extra charge for it. I wish grocers would treat the cruising yachtsman like that. However, too much glass was better than too little, and we set the pane aside to be cut to size later, covering the skylight with canvas for the run to Fowey.

Here we were scheduled for another short sail, but we knew from the look of the sky that it would be a wet one. Again we had a contrary wind, which is not to be wondered at in coasting west in summer, and for the sake of variety we left the main furled and tried the small sails and motor combination. On such a day as this developed into, with the rain coming down in sheets, one is thankful that sailing can be combined with motoring. I could be most uncomfortable becalmed or beating; but when every revolution of the propeller sends me nearer to my objective I can—and do—snap my fingers at the rain and blow it contemptuously off the end of my nose.

It is a part of the peculiar psychology of yachting that when it rains hard under way we bless our lucky stars that we are not in harbor, cabin-bound and listening to the dismal drip-drip of the water over our heads. Likewise, when we are in port on a rainy day, snugly warm under hatches, we offer thanks that we are not at sea, huddled up in the open cockpit and accepting miserably what the clouds have to offer us. For the true philosophy of the greatest sport is to let the future take care of itself, treasure the past, and appreciate every present minute to the full.

On leaving Plymouth we had said goodbye to Devon and until we were half way to Fowey the visibility was too poor to permit a greeting to Cornwall. But when the rain ceased temporarily and we glimpsed a panorama of the land between the towns of Looe and Polperro, we hailed it with joy. Having thought that nothing could be lovelier than Devon, we now saw outlines that seemed softer, precipices that were grass-covered and villages that nestled more comfortably into their tiny valleys. One other shower struck us and then, as we passed by Gribbin Head beacon and approached Fowey Harbor, the clouds broke and the sun shone down on a scene of surpassing loveliness.

Fowey Harbor (it is pronounced Foy) was designed by the same master hand that fashioned Dartmouth, with a central pool and twin villages flanking it and meadowed hills surrounding it; but the balance of quaintness is in favor of the Cornish town. We came upon it at low water, when the moist rocks around Polruan Cove glistened darkly and the steep flights of steps on the quay were uncovered to their full depth of twenty feet. A beached barkentine, standing upright on her flat bottom while carpenters calked her towering sides, fitted queerly into a rural background of fields and sheep pastures.

And then Adastr's bower took the ground with a clank of chain and we made ourselves part of the picture. In through the narrow entrance drifted a fleet of one-design cutters which had raced in a virtual calm to a buoy in the outer bay. Behind them rose the banded day mark on Gribbin Head and in the far distance the sun played through woolpack clouds on the shining green slopes of Mevagissey. In bygone times Fowey had been a paradise for smugglers, and although the smugglers have gone the paradise remains. (To be continued.)

A Neat Auxiliary

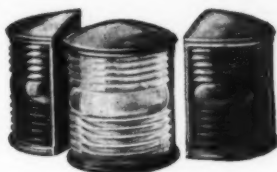
Many attractive boats have been designed by Gordon Monroe of Boston, Mass., but none that quite equals in seaworthiness and all around service ability to the 45-foot auxiliary yawl Betty, built for Z. B. Davis of New Bedford. This boat is quite similar to the conventional cruising motor boat, and is fitted with an enclosed deck house from which the boat can be handled. In addition the sailing gear is very ample and the boat rigged as a yawl is able to make excellent time under sail alone. The 24 h. p. Standard engine which is carried is a very able power plant and altogether the boat is a very attractive and seaworthy craft.

Yachting Note from Chicago

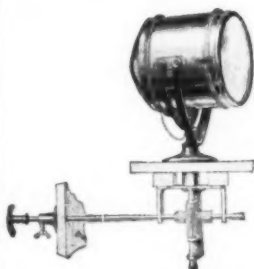
After thirty-three years, Chicago yachtsmen have decided to abandon Michigan City as the destination of their June cruising race. The offer of the St. Joe sheriff to put mattresses on the iron slats had something to do with the decision.



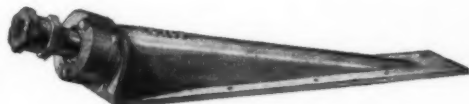
10" Cabin Control Electric Searchlight

Class I
Electric Post Light

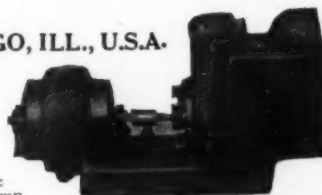
Electric Running Lights

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I have found from past experience that it seems necessary in a great many cases to re-align the shaft after same is used a short time. With the universal action in your shaft log this is entirely eliminated and for that reason I consider the Erico shaft log the best one to be had in the market at this time and do not hesitate to recommend same.

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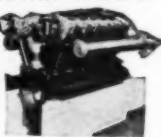
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Write today for prices or estimates.

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Circuit Rider Young Reviews Season

(Continued from page 45)

finish of the Sweepstakes, participated in by the Sweepstakes boats and others.

THAT was a wonderful finish of Gar Wood's, only one and two-fifths seconds ahead of Gordon Hamersley in the Wood designed boat Cigarette, Jr. I have a hunch, however, that Gar could have finished ten minutes ahead if he had felt like it.

MANY of the Detroiters wept salt tears when the Gold Cup left the motor city after an almost unbroken nine year residence. However, so far as the rest of the country is concerned, the bringing East of this historic cup is a fine thing for motor boating and the loss is not an irreparable one to Detroit. In the language of the army cook, "Come and get it."

IF motorboat racing in the east is to assume its former glory and surpass it, who are the new racing enthusiasts to be? In other words, where is the group of wealthy, red-blooded fellows who will be needed to build new boats and race them? Well, Caleb Bragg and Gordon Hamersley are two of them. In the Detroit races they have had a taste of red meat. Let us hope it agreed with their digestions. And Miss Columbia surprised some people, too. The Detroit papers picked her for last place. But she won the second heat in the fastest time ever made in a Gold Cup race.

GEORGE CROUCH is certainly sitting pretty with a one-two-three in the Gold Cup. George has justified the confidence placed in him by his many admirers.

WHEN all is said and done the fellowship and good sportsmanship which we have met with everywhere throughout the whole season at the various race meets is what counts after all.

Eddie and His Gang Run Some Races

(Continued from page 98)

Baby Gar IV, with Phil Wood at the wheel ran in sixth position until the fiftieth mile, fifth position to the seventy-second mile, then alternated with Baby Delphine in third and fourth positions until the latter withdrew at the end of the forty-second lap. From this point to the end of the race, Baby Gar IV ran in third position. Baby Delphine, Horace Dodge's entry driven by Paul Stresburg, ran a consistent race in fifth place until the seventeenth lap was reached, then came up to fourth place at the seventy-fifth mile mark and from this point until she withdrew at the end of 126 miles, she was mostly in third place, dropping astern of Miss Detroit IV for a short time while she went into her pits.

Horace Dodge's other entry, Baby Horace, ran in seventh position until about the fortieth mile mark when she dropped down to the eleventh, staying in this position until the half-way mark was reached when she forged to ninth position. At the end of ninety miles, Baby Horace was eighth and at 105 miles, she was seventh. At the 135-mile mark, Baby Horace was in sixth position in which place she finished. Edsel Ford's Woodfish started off in eighth place, and was still running eighth at the end of thirty miles. At the 45-mile mark, she was seventh, at sixty miles, sixth, at seventy-five miles Woodfish was fifth, where she continued up to the forty-second lap at which point she went into fourth position and held this place until the end.

Caleb Bragg at the helm of Baby Bootlegger had this racer worked up into ninth position at the fifteen-mile point, but at forty-five miles had forged ahead to eighth, at sixty miles he was seventh, at seventy-five miles he was sixth and at 126 miles went into fifth position and finished in the same order. Miss Columbia, the smallest boat in the race, with the exception of Wilgold II which was also a Gold Cup boat, was eleventh until thirty miles. She was tenth at forty-five miles, eighth at sixty miles, seventh at seventy-five miles and continued in seventh place until the finish. Wilgold II, driven by Jack Williams himself, who much preferred this old racer to handling his new Curtis Wilgold, started off in tenth position, was in ninth at the forty-five mile mark and eighth at the seventy-five mile point remaining in eighth position to the finish. Eastwind, with Dinty Moore driving, remained in twelfth position for the first forty-five miles, then in tenth place to the 120 mile point and in ninth place to the finish.

A complete summary of the race will be found on page 102.



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and without breaking their backs*

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And due to Johnson design, this remarkable dependability, adaptability and performance are all condensed into the delightfully light weight of

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It is not at all surprising that dealers sold more Johnson Motors this season than any other make.

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Makes rowing obsolete by furnishing dependable, inexpensive water transportation.
Opens up distant and unexplored fishing grounds for the fisherman.
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Gives you the only really portable marine engine.

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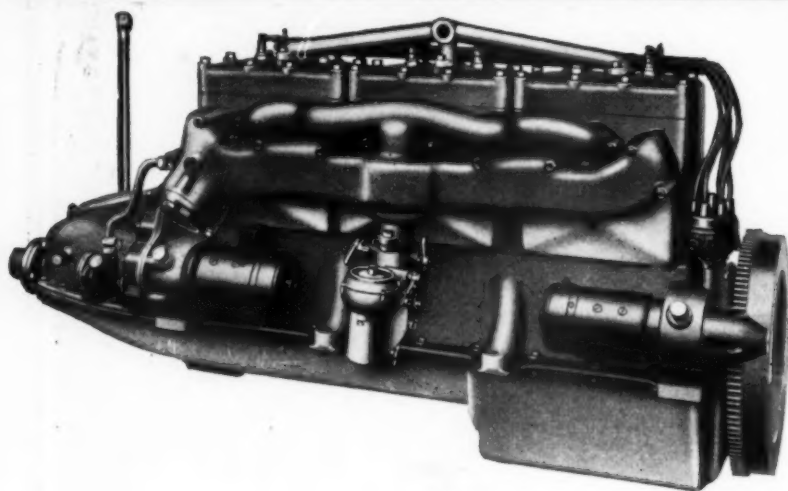
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MODEL F6
Six Cylinder
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The very success of this model, created an immediate and insistent demand for the same efficiency in a larger size. This is now ready — a tested and tried product — a champion at its first appearance.

Following the trend offering the most in motor performance, it is a six cylinder, in all that the term implies. Not a hastily assembled engine with the addition of two cylinders, for it requires more as engineers know, to utilize the fullest possibilities of six cylinder construction, than six cylinder bores, pistons and component parts. It requires real engineering and real experience.

The Scripps organization has been building successful Sixes for the past 18 years and is fortified by experience in understanding and solving every problem to be met.

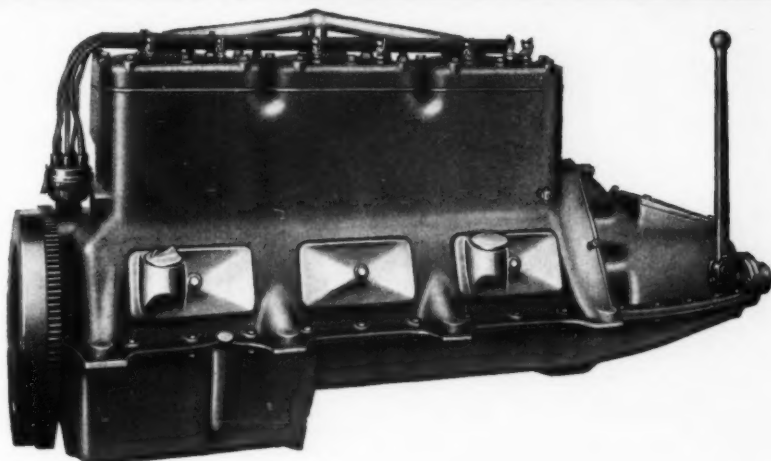
Among these, and perhaps the most baffling, is the matter of carburetion and manifolding, aggravated by low quality in gasoline. Engineers have likewise conceded to the Scripps organization the highest success in this particular field. This skill and experience have been made the most of in the development of the new F-6.



Lady Helen, the first boat to carry a Scripps F6, won all three heats of the first Junior Gold Cup race at the Detroit Regatta, August 29th. Built by the Hacker Boat Co. and owned by Mr. Aaron De Roy, the well known distributor of Hudson Motor cars in Detroit.



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The period of vibration has been eliminated. An unusually heavy crankshaft, with a patented system of counterweighting, combining strength, lightness, and perfect balance in reciprocating parts, demonstrates new possibilities in motor smoothness, beyond verbal description.

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Summary of Gold Cup Results

A. P. B. A. Junior Gold Cup Race

Three heats of 30 statute miles each, open to displacement boats of over 21 feet in length, powered with motors of not over 335 cubic inch piston displacement, Detroit, Mich., August 29, 1924.

First Heat 30 Miles

Boat	Owner	Speed miles per hour										Total elapsed time	Average speed for heat
		Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Lap 6	Lap 7	Lap 8	Lap 9	Lap 10		
Struan II	J. S. McCannell	29.2	30.4	29.45	28.7	28.94	30.1	30.4	30.58	30.1	29.45	1:00:42.23	29.6
Lady Helen	Aaron De Roy	32.0	30.3	29.6	28.6	29.7	29.8	31.6	28.94	31.1	28.85	59:45.54	30.2
Watercar I	H. E. Dodge	29.0	29.4	29.24	29.1	29.45	30.1	30.3	28.94	29.7	29.45	1:01:12.01	29.4
Watercar II	H. E. Dodge	28.7	29.3	29.5	29.6	30.58	30.58	30.3	30.63	30.58	26.0	1:01:06.42	29.5
Watercar III	H. E. Dodge	27.4	27.25	28.55	28.55	28.25	28.3	27.8	28.1	27.3	28.1	1:05:20.00	27.6

Second Heat 30 Miles

Struan II.	J. S. McCannell.	30.9	31.0	29.24	28.55	28.5	28.0	27.9	26.85	27.2	27.0	1:03:14.50	28.3
Lady Helen.	Aaron De Roy	31.3	32.3	31.5	27.0	29.6	27.25	28.55	29.8	26.45	27.25	1:02:30.90	28.8
Watercar I.	H. E. Dodge	9.9	Stopped										
Watercar II.	H. E. Dodge	15.1	13.6	19.3	18.6	16.0	15.9	15.1	14.9	14.4	13.7	1:56:20.55	15.5
Watercar III.	H. E. Dodge	27.1	26.35	26.5	28.2	25.9	2.2	25.0	26.40	27.45	27.45	1:07:35.07	26.7

Third Heat 30 Miles

Struan II	J. S. McCannell	30.8	30.58	30.63	30.3	30.1	29.95	29.8	29.7	29.45	29.24	1:00:02.82	30.0
Lady Helen	Aaron De Roy	30.63	32.0	31.1	30.9	29.95	30.3	29.1	30.7	28.7	29.7	59:32.96	30.3
Watercar I	H. E. Dodge	20.9	28.25	30.1	31.3	30.63	31.35	31.9	31.9	31.8	31.7	1:00:40.29	29.7
Watercar II	H. E. Dodge	27.2	29.0	29.45	29.3	29.3	29.2	28.94	29.45	30.0	29.2	1:01:58.46	29.1
Watercar III	H. E. Dodge	Did not start											

First place won by Lady Helen. Second place won by Struan II. Third place won by Watercar I.

A. P. B. A. Gold Cup Race

Three heats of 30 statute miles each, open to displacement boats of over 25 feet in length, powered with motors of not over 625 cubic inches piston displacement, Detroit, Mich., August 30, 1924.

First Heat 30 Miles

Boat	Owner	Speed miles per hour										Total elapsed time	Heat speed M.P.H.
		Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Lap 6	Lap 7	Lap 8	Lap 9	Lap 10		
Miss Columbia	Columbia Y. C.	42.1	45.9	46.1	46.2	46.2	46.2	31.4	46.5	46.8	46.8	41:11.92	43.8
Miss Mary	E. L. Grimm	35.1	42.8	42.2	Dropped out								
Baby Bootlegger	Caleb S. Bragg	42.5	45.7	46.1	46.4	46.1	46.1	45.0	43.1	41.3	43.1	40:34.61	44.4
Baby America	Gar Wood	43.8	44.1	43.8	44.1	43.8	43.8	43.9	43.8	44.0	44.0	41:04.81	43.8
Lady Shores	H. C. Rose	42.5	42.6	42.9	43.1	43.1	43.3	43.3	43.3	35.2	35.2	48:11.36	37.3
Wilgold II	J. A. Williams	42.1	42.5	43.1	43.1	43.2	43.3	43.2	43.4	43.1	43.1	41:56.59	42.9
Curtiss Wilgold	J. A. Williams	40.2	43.4	43.4	43.3	43.1	43.3	42.9	43.4	43.1	42.9	42:01.67	42.8
Rainbow IV	H. B. Greening	44.5	46.6	46.2	46.6	47.0	46.6	46.5	46.2	44.6	42.1	39:31.20	45.6

Second Heat 30 Miles

Miss Columbia	Columbia Y. C.	46.8	47.0	46.5	47.0	46.8	46.8	46.8	46.8	47.0	46.8	38:27.18	46.8
Miss Mary	E. L. Grimm	Did not start											
Baby Bootlegger	Caleb S. Bragg	43.9	46.4	46.1	46.6	46.4	46.2	44.5	44.0	43.9	43.7	39:57.03	45.2
Baby America	Gar Wood	38.1	38.1	44.1	44.5	44.3	44.4	44.1	44.5	44.8	44.5	41:56.44	42.9
Lady Shores	H. C. Rose	33.3	Dropped out										
Wilgold II	J. A. Williams	43.1	43.1	43.1	43.1	43.3	43.4	43.3	43.3	43.4	43.4	41:41.91	43.3
Curtiss Wilgold	J. A. Williams	43.6	43.6	43.8	43.6	43.3	43.3	43.1	42.8	43.0	43.4	41:35.56	43.3
Rainbow IV	H. B. Greening	43.8	46.6	46.4	46.4	46.2	45.4	47.0	46.8	47.0	46.8	38:56.41	46.3

Third Heat 30 Miles

Miss Columbia	Columbia Y. C.	44.2	44.7	45.2	44.8	44.8	44.8	45.0	45.1	45.5	45.7	40:05.32	44.9
Miss Mary	E. L. Grimm	Did not start											
Baby Bootlegger	Caleb S. Bragg	45.7	46.6	46.6	46.6	46.5	46.6	46.6	46.7	46.6	45.9	38:48.61	46.4
Baby America	Gar Wood	19.5	44.5	44.0	44.1	32.4	Dropped out						
Lady Shores	H. C. Rose	Did not start											
Wilgold II	J. A. Williams	34.0	Dropped out										
Curtiss Wilgold	J. A. Williams	41.3	43.8	43.8	43.4	42.8	43.1	42.9	42.7	42.9	42.5	42:00.94	42.8
Rainbow IV	H. B. Greening	45.2	46.6	46.4	46.2	45.0	46.8	45.6	46.2	44.5	45.6	39:01.42	46.2

Eastern Boats Win at Detroit

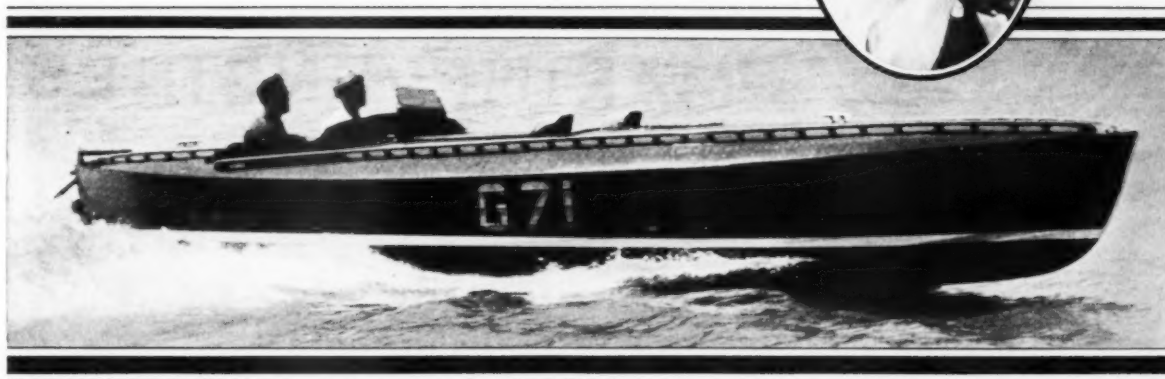
(Continued from page 15)

Rainbow IV is no doubt the fastest displacement boat for her power and weight ever built. She was designed by Geo. F. Crouch of New York City who also designed Baby Bootlegger and Miss Columbia, the first three boats to finish in this year's Gold Cup Race. Rainbow IV is powered with a six cylinder 200 horse-power Packard motor, the same engine that was used all last season in Rainbow III, which finished the season so gloriously by making a record run of 1060 miles in 24 hours on Lake Muskoka, Canada. Rainbow's construction is of the type known as clinker-built, which is permitted by the rules. However, the owner instead of adhering to the usual form of clinker construction in which the planks run fore and aft, ran the planks of Rainbow IV athwart-ship, overlapping them, every foot or so. Where they overlap a step of about 15/16 inch is formed which may or may not make the boat a hydroplane, depending upon what constitutes a hydroplane. No doubt Rainbow's construction is within the letter of the rule permitting clinker-built hulls but whether she would "conform to the committee's idea of what is generally classed as a Displacement type" as is required by the rules, is yet to be decided. Rainbow also unlike any other craft which has ever competed for the Gold Cup is driven by a surface propeller. Whether it is her form of underbody or the

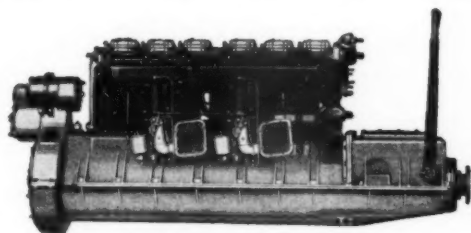
surface propulsion or a combination of the two which gives Rainbow her speed and efficiency we don't know. But we do know that she has both—speed and efficiency as well as sea-going qualities in every form of wave and sea in which we saw her perform. Rainbow IV's design and construction are both a decided step in advance irrespective as to whether she should have been barred from the Gold Cup race.

The Columbia Yacht Club of New York City entered two boats in the Gold Cup race. Baby Bootlegger owned and driven by Caleb Bragg and Miss Columbia owned by several members of the Columbia Yacht Club and driven by Charles F. Chapman. Both boats were designed by Geo. F. Crouch, and built by Henry B. Nevins of City Island, N. Y. They were powered with eight cylinder Wright marine engines developing 250 horsepower at 2400 revolutions per minute. In every particular they were eastern boats—eastern designed, eastern built, and eastern powered, manned by eastern crews. It is the first time the east has sent an all eastern boat to the Gold Cup Race for twenty years. That their performance should have been so good, coming so near the top the first year, racing against the best craft which the country's brains and hands could produce is worth decidedly more in the opinion of their owners than simply winning the Cup with a contender of doubtful quality. (Continued on page 122)

Com. Harry B. Greening, Hamilton, Ont., owner and driver of *Rainbow IV* in her sensational victory in the Gold Cup Race at Detroit.



Packard Wins Gold Cup Race for Third Consecutive Year



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Six Cylinders. Weight, 900 lbs.
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Advertising Index will be found on page 135

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Eastern Boats Win at Detroit

(Continued from page 118)

Baby Bootlegger and Miss Columbia were in every sense real boats and will be real boats for many years to come. They were the admiration and envy of the entire boating population in attendance at the race. They have proven that it is possible to build real craft that still can be raced and be fast. The quality of construction and finish of both New York boats has never been surpassed by any boat which has ever raced.

Both Baby Bootlegger and Miss Columbia each won a 30 mile heat, and both of these heats were faster and made in better time than the heat won by Rainbow IV. Miss Columbia won the second heat of 30 miles in the remarkable time 38 minutes 27 seconds, or at a speed of 46.8 miles per hour which is a world's record for this class. This boat made three 3 mile laps, at a speed of 47 miles per hour. Baby Bootlegger won the third heat in 38 minutes 48 seconds or 46.4 miles per hour. Rainbow's heat was won in 39 minutes 31 seconds or 45.6 miles per hour. As all three heats were run on the same afternoon with only one-half hour between heats the water conditions were practically the same.

Another new boat was Curtiss Wilgold owned by J. A. Williams of Buffalo. This is a Hacker designed and built craft powered with a special Curtiss motor, said to develop 275 horse-power with a piston displacement of less than 625 cubic inches. Curtiss Wilgold is also of the clinker built type but has the planks running in the usual way, fore and aft. This boat ran second in the Buffalo Sweepstakes race earlier in the month being credited with a speed of better than 50 miles an hour at Buffalo. But Curtiss Wilgold was unable to show anything like this speed at Detroit. She was easily beaten by Rainbow, Baby Bootlegger and Miss Columbia.

Gar Wood's entry in the Gold Cup race was a new craft which he called Baby America. She was just over the 25 foot limit on the waterline with 5 feet waterline beam. She was powered with a Liberty engine with the original base but carrying only six cylinders instead of the original twelve. These were reduced in size to bring down the piston displacement to 625 cubic inches which is the limit for the class.

Baby America was fast like all Gar Wood's boats. But this year the speed king had underestimated the speed of the New York boats, saying the boats were too big and too heavy for anything except cruising on Long Island Sound. Gar was first over the line at the starting gun for the first heat but before the race had gone two miles both Baby Bootlegger and Miss Columbia had passed Baby America and even though Gar at the wheel looked surprised he cheered on the two New York boats. From that moment Baby America was never in the lead and the racing star of her owner gradually became lower and lower in the sky, until it gradually set behind the horizon in the third heat when Baby America withdrew from the race in the sixth lap.

(Continued from page 27)

Wilgold II, also owned by J. A. Williams of Buffalo, was entered. She was driven by Geo. C. Hall of Buffalo. Wilgold II was designed and built by Hacker, and is powered with a six cylinder Packard marine engine. This boat is practically a duplicate in every way, power plant and hull, of the 1923 Rainbow, which was the fastest thing in her class last year. But Wilgold II was in no way a match for the 1924 boats, the latter being some three or four miles faster.

Ed Grimm of Buffalo entered Miss Mary, another hull which is a duplicate of both Rainbow III and Wilgold II, but powered with a high speed Peerless marine engine. Miss Mary did well at the start until something happened in the first heat which caused Miss Mary to withdraw from the race.


Lady Shores was entered by Howard Rose of Detroit. This boat was the only one of the 1923 starters competing in the 1924 race. She is Packard powered and fast, but the eastern boats were too fast company for her, and while a fire, started from an overheated exhaust line, caused Lady Shores to drop out of the race in the second heat, yet she was too far astern up to this time to be counted a real contender.

The first heat went to Rainbow IV, in the slowest time made during the day. This boat went out into the lead soon after the start and stayed there until the finish. Although both Baby Bootlegger and Miss Columbia were not far astern, yet the New York boats were not able to get near enough to Rainbow to pass her. Had they been able to close up on Rainbow IV it is doubtful whether they could have passed her, due to the wake of this boat and the spray thrown up in the air which might have sunk any craft which attempted to pass to starboard.

Baby America with Gar Wood at the helm came along fourth, Curtiss Wilgold fifth, Wilgold II sixth, and Lady Shores seventh. Miss Mary did not finish the first heat.

The story of the second heat is a far different one. Miss Columbia was over the line at the crack of the gun and was

(Continued on page 128)



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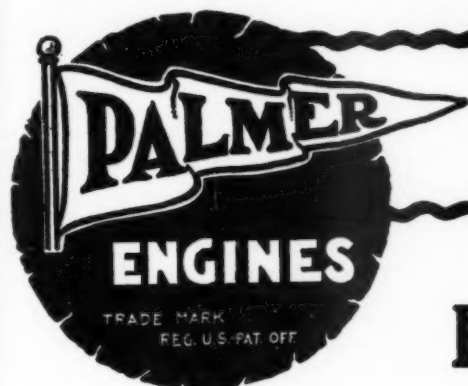
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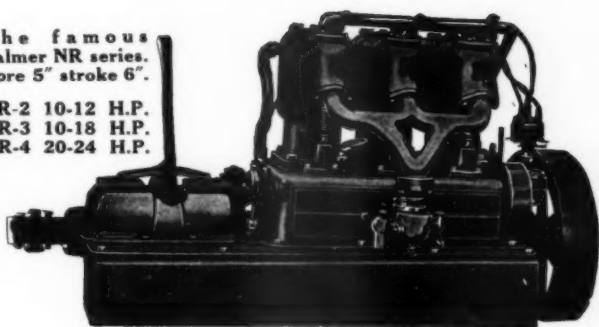
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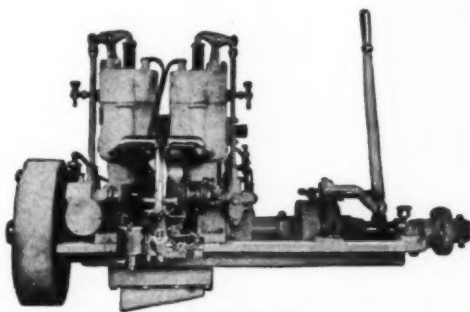
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Peerless Marine Motor Corp.

2160 Niagara Street

Buffalo, N. Y.

Sun Ray, a Speedy Seabright Skiff

(Continued from page 36)

and nets. Many of the skiffs down the Jersey coast have the top of the rail shod with a piece of oval round brass to serve this purpose.

The motor beds are simply four heavy floor timbers made of 1 3/4-inch yellow pine and are through bolted to bottom board. These should be fitted snug against the steam bent frames as shown. The bed logs, which must be spaced to take the motor one has in mind for power, will be 3- by 4-inch white oak and must be bolted through the cross beds and to the bottom.

The flooring in the forward cockpit will be 1/2-inch pine and laid on the bent frames; there is little use in running it farther forward than the fore cross seat as shown. The flooring in the after cockpit will be laid on 7/8- by 2-inch oak floor beams and should be 3/4-inch pine. The stern sheets are made of the same material and in a similar manner.

The size of the motor housing will of course depend upon the kind of motor which is to be installed; as shown on the plans it will be large enough for most any motor of the power and type suggested for the craft. By all means have the housing of sufficient length to cover the reverse gear as well as the rest of the machine, and make the hatches as long as the housing so that in the event of having to make repairs or adjustments there will be room to do these things. The hatch should be made with two covers and have these hinge at the center; and as well arrange the thing so it can be entirely removed. The hatch frame will be made of 3/4- by 2-inch white oak and covered with 1/2-inch pine. The ends of the motor housing will be 1/2- by 2-inch tongue and groove staving and should be well fitted to the inside of the planking so as to make the thing as nearly water tight as possible.

The seats and the balance of the interior trim will be pine or spruce, all to be painted later.

The fuel tanks will be carried abreast the motor, the two having a combined capacity of approximately 48 gallons which should prove ample for the moderate power which is to be installed. The tanks will stay put if they are hung with a strap and rod to the seat rising and to the deck as shown in the section at Station 6.

The breast hook and quarter knees will be hackmatack 2 inches thick and fastened into place with long rivets. The rudder will be made of 3/4-inch white oak and hung on the stern with regulation rudder braces. The tiller will be white oak and attaches to the head of the rudder by fitting 3/8-inch check pieces as indicated on the construction plan.

If Sun Ray is to be used where it becomes necessary to beach her often it would be expedient to add two rub strips of 1 1/2- by 3-inch oak either side of the bottom board, and to fasten these with heavy screws so that their renewal would not be a difficult matter.

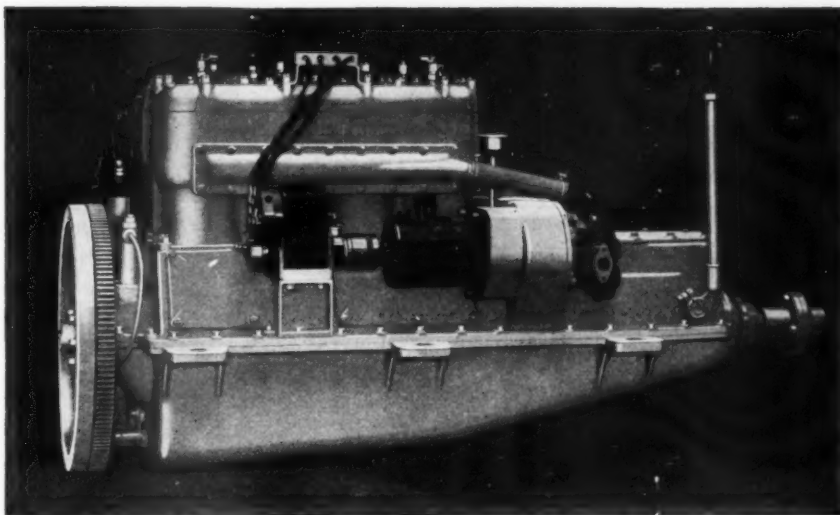
Once again let me ask you who build not to make changes in the design for once a change is made endless difficulties crop up, and usually the boat is not half as satisfactory as it would have been had the original plans been carried out to the letter.

Since it might be more convenient to have larger blue prints of the drawings for Sun Ray, write to the editors of MoToR BOATING for further information and how to secure these.

Particulars of Engines and Boats in Outboard Motor Race at Detroit

See page 31 for story.

Owner	Boat	Engine	Stroke	Bore	Race No.
W. R. Doak	Long Green	Johnson	1 1/2"	2"	A-1
J. W. Wayman	Wayward	Johnson	1 1/2"	2"	A-2
F. Kirk	Skipper	Caille	2 1/2"	2 1/2"	B-31
Ben Schmuck	Zipp	Caille	2 1/2"	2 1/2"	B-32
H. S. Masoner	Liberty	Caille	1 1/2"	1 1/2"	A-3
W. F. Sottingham	Buffalo	Johnson	1 1/2"	2"	A-4
A. B. Mills	Tardy	Caille	1 1/2"	1 1/2"	A-5
A. B. Cohn	Huap	Twin Evinrude	2 1/2"	2 1/2"	C-56
A. J. Kelting	Buck	Twin Evinrude	2 1/2"	2 1/2"	C-57
A. Vater	Snail	Caille	2 1/2"	2 1/2"	B-33
H. Pink	Tub	Single Evinrude	2 1/2"	2 1/2"	B-34
E. G. Bunn	Bunny	Twin Evinrude	2 1/2"	2 1/2"	C-58
H. H. Smith	Buffalo	Twin Evinrude	1 1/2"	2"	A-6
E. B. Gould	Miss Parcel	Elto Twin	2 1/2"	2 1/2"	B-35
B. E. Lempert	Scout 15	Twin Evinrude	2 1/2"	2 1/2"	C-59
Gar Wood & Harry					
B. Greening	Greenwood	3 Johnson	1 1/2"	2"	C-60
F. W. Pearce	Dauntless Kid	Johnson	1 1/2"	2"	A-7
W. J. Scripps	Lady Nina	Elto Twin	2"	2 1/2"	B-36
B. Simmons	Sport	Elto Twin	2"	2 1/2"	B-37
H. Simmons	Scout	Elto Twin	2 1/2"	2 1/2"	B-38
Kilgor		Twin Evinrude	2 1/2"	2 1/2"	C-70



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The gasoline consumption under these circumstances is astonishing as an exact measurement showed she burned two gallons in fifteen miles.

The oil reservoir was filled as per directions when the boat went overboard and after about seventy miles running I found I was unable to detect little if any difference in the level of the oil as indicated by the gauge.

It seemed too good to be true even with my experience with your 20, but oh boy! what an engine!

Very truly yours,
Geo. H. Maddock, M. D.

Now to go back to this letter. Read it again—and think the whole thing over.

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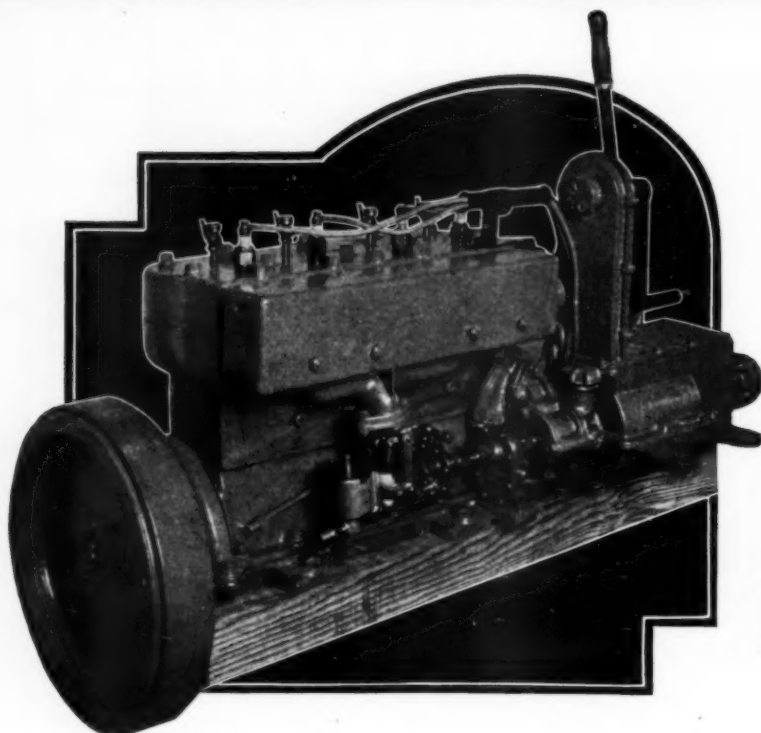
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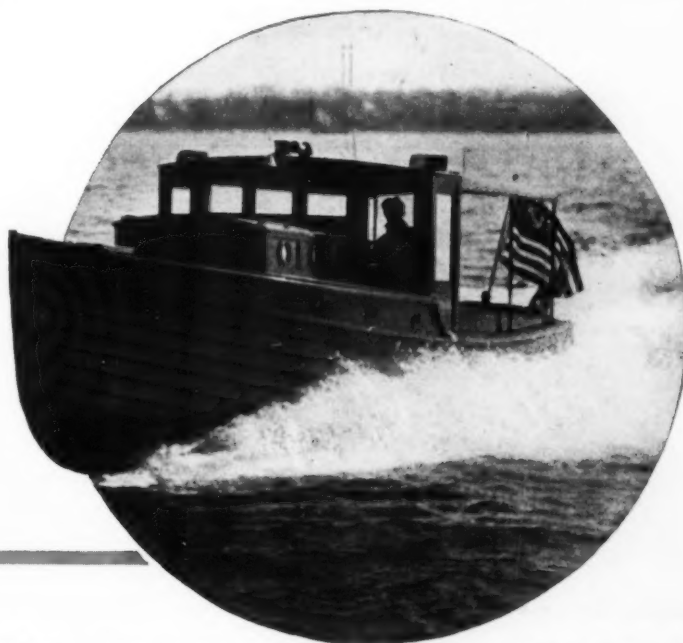
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Huck Says—Chap He Picks Me Out A Mooring

(Continued from page 29)

just in time to get a plateful of soup in the lap. In fact during the two nights that we lays there, I gets spavined trying to stay in my berth.

If there is any water in the River, it aint visible, but they is everything else in it. Everytime I looks out, I sees a dead dog float by. Sometimes he was the same dog, either bound in or bound out depending on which way the tide was running. Othertimes he was a different dog. Besides several carloads of lumber always in sight and plenty of second hand mattresses and antique furniture, I notes a tremendous number of empty whiskey bottles. This I doesn't understand at all and I strongly suggests that the Anti-Saloon League, it traces them to their source. All these immigrants coming into New York and seeing all these whiskey bottles, they gets a bad moral effect. It might give them disrespect for our constitution.

The worst thing of all what happens is when I goes below and meets a long, mean looking bug what has just crawled in through the bath-tub drain and is washing off his face before starting to multiply. I feels faint, grabs a bottle of Sulpho-Naphthol and nearly forgets and takes a swig of it before I has the presence of mind to pour it on the bug and spoil his plans.

The Atlantic City part of my trip, it was not so successful. I didn't get no sleep in the daytime as they was too many different kinds of flies trying to park on my nose and at night I tries to crowd onto the floor at various places what they tells me is good places to dance but I finds that too many people, they got there first and they was all bigger than me and everytime I tries it somebody steps on my foot. I uses up all my money in two days and nearly runs out of gasoline on the way back to Manhasett Bay. You misses it not to take in the "Pirates Rendezvous" down to your club. It was a swell show and only one thing went wrong. They buries a treasure chest on the beach before the performance and when the Pirates, they marches down to dig it up, the same thing happens what has happened to so many pirates treasures, they gets their signals crossed and they digs up pretty near the whole beach before they finds it.

Well Chap, this Miss Columbia that I hears you talk so much about lately, I was thinking all the time, she was a girl and I was some surprised to find she is a speed boat. I also makes the same discovery about Baby Bootlegger. I has seen lots of baby bootleggers the last two years but I never seen one before that didn't talk. I wants to thank you for the private races you puts on in Manhasett Bay for my benefit. I takes in the speed boat races at Miami last winter, as you knows, but I didn't see much of the speed boats then as they was too many other attractions around, as you also knows, but this race it was good. I goes out with Cur de Lyon in his Baby Cub and we runs a dead heat with your Miss Columbia and the Baby Bootlegger. I predicts that when you goes after the Gold Cup in Detroit that whatever boat doesn't break down, it wins. I wants to apologize for what my friend Professor Homo, he says that day. Now

Homo he is a Professor of Law. Maybe he knows a lot about the law, I doesn't know. I keeps out of trouble successful so I hasn't never had a chance to find out but anyways, I have had him aboard Kex the last three years trying to house-break him into being a yachtsman. Now he listens intent the other day while you and Caleb Bragg and Cur de Lyon and a lot of other wise guys was talking about changing Wheels and then he puts his innocent young face up and says, "I doesn't see why it makes so much different in speed in them boats by just changing steering wheels." As I said before, I apologizes.

Well Chap, I just can't stand this life anymore. These young people, they sits up all night discussing the Nebulous Hypothecary and then they gets up early in the morning and jumps overboard and feels elegant. The night before last, I calls for a young friend of mine from Miami what has been improving her mind at Columbia this summer. I nearly gets bit by a ferocious Pekingese pup. I takes her to the Astor Roof and tries to snatch some nourishment between dances. Then we takes a taxicab and tells him to drive careful. He drives careful at forty knots and another feller he drives out of a side street and crashes us. Then a street car it nearly hits us and a cop he horns in. They all starts yelling at each other in four different languages and we beats it. They is probably still yelling. Then we goes to see the Miracle at the Century Theatre where nobody says nothing to anybody, but women they keeps screaming something awful and six people gets killed in cold blood. Then we goes to the Lido Club. This is one of them select places where the orchestra it plays for two hours at (Continued on page 132) a stretch without stopping for breath. I has a Welch rabbit which nearly causes death later in the night, we dances until three A. M. and I comes out six pounds and nineteen dollars lighter than when I goes in. Then I goes to spend the night with Cur de Lyon but he has already had five hours sleep and he wakes up and wants to talk all the rest of the night.

Then the next day I arranges with Commodore Farmer so he gives us a dinner party at Travers Island, which it would have been a swell party if you hadn't been along. I admit you pilots us across the Sound in the dark all right but when we gets back to Manhasett, you picks out a mooring for us which you says it is suitable and then you promptly goes ashore in the club launch. We picks up the mooring all right and makes fast and then pretty soon we finds we is making leeway and nearly bumps another boat and we examines your mooring and we finds it consists of a buoy, a eye-splice, about ten feet of rope and nothing else. Therefore I doesn't want anymore suggestions from you as to where to cruise or where to moor. I was all right until I started listening to you. Now my hair it is falling out. My digestion it is ruined permanent, all my shirts, they is soiled, my disposition it is impaired and my pocket book it is empty.

I am going back to Boston for a rest. You knows where you can go.

Eastern Boats Win at Detroit

(Continued from page 122)

never headed until the finish line was reached. She ran lap after lap at a speed of 47 miles an hour and finished the 30 miles at a speed of 46.8 miles by far the best speed ever made in the 625 cubic inch Gold Cup class. Miss Columbia was over a mile ahead of the second boat at the finish.

The real race of the second heat was for second place between Baby Bootlegger and Rainbow IV. The former boat was running faster than she did in the first heat, but evidently not as fast as she was capable, nor as fast as her trials showed. The two craft kept side by side for 20 miles, with Rainbow IV slightly faster on the straightaways, but Caleb Bragg was the master at the turns. Finally, Rainbow IV was able to forge ahead and finished in second place, a few seconds ahead of Baby Bootlegger, but a mile astern of Miss Columbia. Curtiss Wilgold came fourth, Wilgold II fifth, and Baby America brought up in the rear after Lady Shores had withdrawn.

The third heat brought out a new winner. While Rainbow IV and Miss Columbia had won the first and second heats, yet neither of these boats were able to hold the speeding Baby Bootlegger of the Columbia Yacht Club of New York in the third 30 mile run. We, on Miss Columbia could not understand what the trouble might be with our racer. The Wright engine was performing as faithfully as in the previous heat,

turning its full 2,400 revolutions per minute, but our boat speed fell off from 47 miles per hour to around 45. The only thing we could imagine which might have happened was that the blades of our propeller were straightening out or losing their pitch. Both Baby Bootlegger and Rainbow IV, the two boats which gave us no trouble to beat in the second heat, were now drawing away from us. We were helpless to do anything, but it was not the pleasantest ride we have ever had by a good deal.

What Miss Columbia had done to the other boats in the second heat, Baby Bootlegger, handled by her owner, Caleb Bragg, was now doing in the third. Slowly but surely she was drawing away from Rainbow IV, and assuming a big lead. When the finish line was reached Baby Bootlegger led Rainbow by 13 seconds and Miss Columbia was another minute astern. Curtiss Wilgold was the only other boat to finish the third heat.

After the race we hauled out Miss Columbia in an effort to discover what had happened to her speed in the last heat. As the boat came out of the water and her propeller came into view the problem was solved. One blade of the wheel was badly nicked and bent. We had hit some floating object quite unknown to us. The appearance of the fracture seemed to indicate that the wheel had come in contact with something very hard or metallic. The only thing we could figure we had hit was one of the many ginger ale bottles which were floating on the course. They floated almost flush with the water, bottom up and could not be seen at any distance.

A complete summary of the race will be found on page 118.

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Beneath the Southern Cross

(Continued from page 25)

the water and it was sweet and good. It must have been a godsend to the men from the schooner. We all went in swimming behind the protection of the reef but a small barracuda somehow managed to elude our watchful gaze and chased Tom out on the shore.

At last we were away from Hogsty and headed for Great Inagua, the last of the Bahamas. Here we were hoping by some freak of chance we might find gas. We had used considerably more than we figured and by our best calculations had just enough to carry us into the harbor of Cap Haitien, to the gallon! If we ran short between the Bahamas and the coast of Haiti, our situation was not an enviable one, as we carried no sail, and were dependent solely on our engines.

In the early afternoon we sighted the woody hills of Inagua and coasted along within sight of land until we reached the extreme southwestern tip and the roadstead of Mathewtown. I watched the populace through my glasses and saw that our approach was causing something of a sensation. People were running up and down the wharf and a pilot boat was being rushed furiously down to the waters' edge to be sculled still more furiously towards us.

Through a megaphone I shouted: "Can we get any GAS here?" There was a moment's consultation, then, "Yes, sah!" rolled back to us. Oh joyful day! A great weight seemed to roll from our chests. We ran in close to the shore, dropped the hook and shut off the engines.

Inagua was like Fortune, gradually slipping into decay. Great mountains of salt lay along the shore vainly awaiting some steamer or three master homeward bound without a cargo. The salt ponds were some distance back of Mathewtown and we were told if we went out to them we might see some flamingoes. The gasoline we were in quest of was some that had been shipped there before the war for the use of a truck. This truck, which had been utilized for transporting the salt from the ponds to the wharf, was brought out of its hole where it had been hibernating for many months, and after some priming and adjusting, started with a terrific noise. Jack and I clambered aboard for a ride out to the salt pans before supper. It was a wild and terrible journey. The driver of our fiery steed, once he had started it, seemed unable to stop it, and we rushed through the streets of Mathewtown at breakneck speed, scattering ducks, chickens, and little black children in every direction. Some poor unfortunate who had seen fit to jump on the back at the last moment, was hurled from his precarious seat over a wall and into a large bush. But we never stopped. At last the salt pans loomed ahead, but our speed did not slacken. I looked at Jack, and Jack looked at me. We made ready to jump. But it was unnecessary, for suddenly the driver applied the brakes and with a terrific screeching, we slid along the limestone road and came to a stop with the engine dead!

The salt pans were laid out in regular squares, like a checker board, the great crystals of salt lying on the bottom. When they were working, the sea water was pumped up into these artificial ponds and allowed to evaporate, the salt sinking to the bottom. But the windmills which raised the water were now idle and rotting to pieces.

On the far side of the ponds we saw about two hundred flaming pink flamingoes, feeding. It was a thrilling sight. It was my first glimpse of this beautiful bird since the desert country of Algeria, and they were as beautiful as ever. I had believed them extinct in America with the exception of Andros Island in the Bahamas, and here was apparently part of a large colony. Our guide also told us that about fifteen miles inland was a lake containing several thousand, and as several small flocks were heading in that direction, they seemed to verify his statement.

We decided to stay over a day and try and get some pictures of these brilliant creatures, so wended our way back to Mathewtown in the hush of a tropic evening.

The gasoline had been stored in drums and when these were opened, it was found that half of the contents had evaporated. However, there was about sixty gallons left which we took, though the black pirate who owned it, insisted upon eighty cents per gallon. There was no alternative. He had us. Incidentally, our gasoline for the entire trip averaged about forty cents per gallon. We had arranged with the West India Oil Co., before leaving, that in case we were short of cash we might sign for gas and oil, but we were only forced to do this once, and then, not for that reason. Needless to say they had no station at Inagua. Their stations were always very reasonable and the fuel of excellent quality.

Mr. Symonette, of the Haitian Consul at Inagua, was extremely courteous to us. He entertained us at the Consulate with Scotch and Sodas and many amusing anecdotes. Captain Slocum, in the *Spray*, had stopped at Inagua bound for the Amazon, and presented Symonette with an autographed copy

of *Sailing Alone Around the World*. When we returned home, so far as we could learn, we were the first to bring news of Slocum after his disappearance from Chesapeake Bay. Perhaps he may still be living on some desert isle of the Indies or in the jungles of the South American Continent.

We had a curious experience on Inagua. It seemed that the Episcopal priest, Father Turquand, had been suffering from severe attacks of heart trouble. There was no doctor there and no way in which he could get to one as there had been no boat there for over a year. The night before our arrival the population had stayed up half the night offering a special prayer that a boat might put in an appearance so that the father could get to a physician. Lo and behold! in the morning there we were! Surely an answer to their prayer, and they looked upon us almost in adoration, as if perhaps we had come from Heaven itself. It made us all feel very queer. It was arranged therefore, that upon our departure for Haiti, we were to take Father Turquand with us.

The next day we took our lunch and walked out to the salt ponds where we spent the day photographing the flamingoes and drinking innumerable bottles of beer. The birds were a never ending source of interest and at times we were able to creep up quite close on them. We regretted we did not have the time to stay longer and go inland to the rookery.

We were away from Inagua at dawn and southward through very heavy seas. We rolled and pitched heavily. The screws would race like mad, then bury and drive us forward at renewed speed. Things in the cabins went crashing down, and once or twice we looked nervously at each other. It was a bad crossing for an invalid and the poor father relapsed into a state of coma which at one time we thought might be serious. We detailed Tom to the aft cabin where he stroked the father's head and administered sedatives prescribed by Dr. Jack.

Shortly after noon we sighted the mountainous island of Tortuga, a point on the port bow, and behind it, the towering peaks and ranges of Hispaniola. Two hours more we were behind the lee of Tortuga and running eastward between it and the mainland. Here Father Turquand revived sufficiently to partake of some hot cocoa, but soon collapsed again.

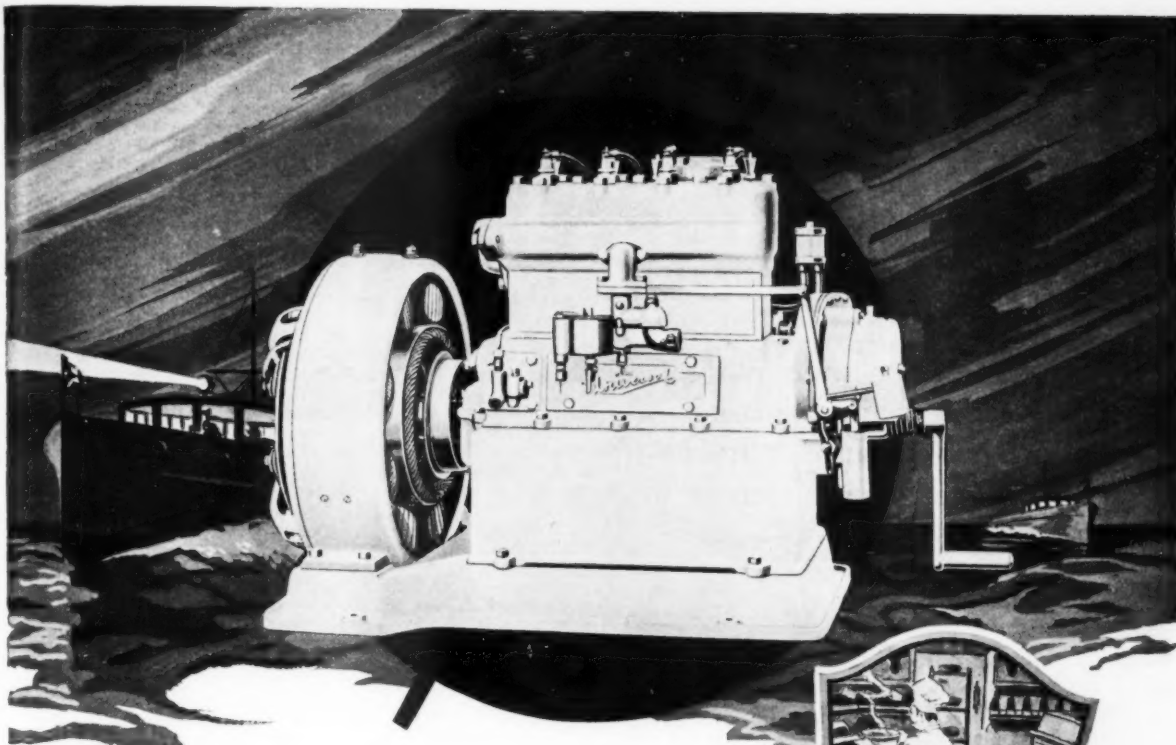
Tortuga was the former stronghold of the buccaneers. Here it was they repaired to careen their ships and divide the spoils. The name buccaneer was derived from the savage boucan hunters of Hispaniola who hunted the mainland for the meat of the wild cattle there, which they smoked and jerked. Later they took up their headquarters on Tortuga and turned pirates, preying on the great galleons of Spain bound homeward from Cartagena and the Isthmus. Tortuga was supposed to be a great stronghold. I do not believe the pirates chose it because of a harbor, for its harbor is miserable, being merely formed by a half submerged reef, over which the sea dashes at all times. Probably, its situation located as it was in the track of the homeward bound galleons coming up the Windward Passage, attracted it to them. As we sailed along beneath its cliffs, we pictured the scenes that had been enacted there in the days gone by, the blood that had been shed, the booty that had been divided, and the wild carousing that had taken place.

Away from the lee of Tortuga, it became rough once more and we rolled dangerously from side to side. Ahead lay our goal, the harbor of Cap Haitien, and through heavy beam seas we fought our way until the lighthouse on the cliffs loomed over the starboard bow. Then, turning, we rode some big seas in past the breaking reef and on to the quiet waters of the harbor.

As we ran up the quarantine flag and came to anchor off the dock, I saw several men standing with watches in their hands. I later learned that had we arrived ten minutes later, or six P. M., we would have been subject to a fine of five hundred dollars. There is a Haitian law which prohibits vessels from leaving or entering Haitian ports between the hours of six P. M. and six A. M. We had escaped by five minutes!

Receiving pratique we tied up to the dock and were at once surrounded by a screaming shouting mob of natives, all jabbering in a strange sort of French, which I found difficult to understand. While I was expostulating and trying to make myself understood, I felt a hand on my shoulder and turned to see the smiling face of an officer of the U. S. Marines. Ah! welcome sight! It seemed like a face from home, and we were told that any vessel flying the United States flag was more than welcome in the land of Gooks.

We assisted the half dead Father Turquand ashore and Jack was dispatched with him in a car to the Marine Hospital. We have never heard from him to this day. Whether he is alive or dead we do not know. At one time during our crossing



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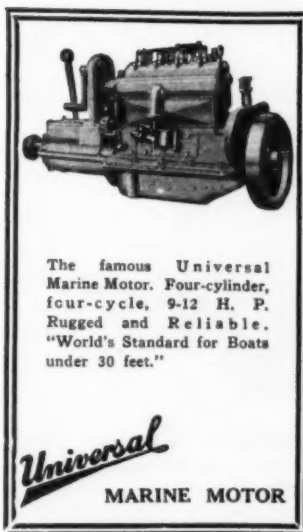
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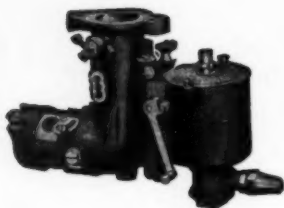
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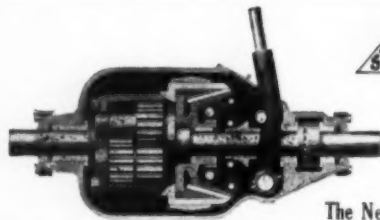
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Beneath the Southern Cross

(Continued from page 130)

from Inagua, we thought he was surely going to die and our fear of arriving in Haiti with a corpse for passenger, together with the attendant complications, had been great. But at least we had the satisfaction of a duty performed, and one in the service of a holy man at that. It helped to allay the twinges of many private sins!

A Colonel Drum, of the Marine Corps, was hospitality itself and invited us, as soon as we had adjusted ourselves, to go guinea hen shooting with him on the morrow. The invitation was cheerfully accepted and after cocktails and a delicious supper at the residence of the West India Oil agent, we sought our bunks and lost no time in leaping into the arms of old man Morpheus.

In the early morning hours, I was awakened by an unearthly sound. My first thought was that a party of homeward bound drunks was about to board us, and seizing my revolver, I stepped out on deck. A weird shouting and yelling burst upon my ears, and in the early morning light I saw long strings of porters carrying great sacks of coffee upon their heads, running down to a fleet of lighters, chanting as they ran. As they dumped the sacks which must have weighed in the neighborhood of sixty pounds apiece into the lighters, they formed in line and with much hand clapping and renewed chanting, trotted back for more.

We tried to sleep but sleep was impossible. The chant continued, a monotonous sing-song which nearly drove us out of our senses. I can hear it yet, a barbaric, weird tune in a minor key which I shall always associate with Haiti. I walked uptown later. Under the trees the porters were dancing, savage sensuous dances to the thump of skin drums. They were wild looking fellows and might have stepped from the pages of some cannibal island romance.

Great Doings in New York

(Continued from page 30)

class of hydroplanes and as an indication of the interest aroused in the course of a year in these little boats, no less than eight had been built and entered in the races. As far as power plant was concerned, this might almost be termed a one-design class since all the boats were equipped with the three cylinder Pierce-Budd two cycle engine.

A further class for runabouts limited to 340 cubic inch engines brought out a field of nine starters. While the engine sizes were limited the hulls varied widely and some of the boats were outclassed on this account. The free for all class admitted all of the contestants in the limited classes as well as a few craft with larger engines. Quite a sensation was created during the second day's racing by the appearance of a hydroplane equipped with a 12 cylinder Liberty engine. This boat immediately destroyed any possible chance of competition as the little 151 cubic inch hydroplanes had about as much chance of winning over the 1650 cubic inch Liberty engine as the proverbial snow ball.

As arranged, the program called for two five mile heats by the little hydroplanes and one each in the 340 and Free-for-all classes on Saturday the 16th. For Sunday the 17th there were to be a final heat in the hydroplane class, and two heats each in the other two. The little hydroplanes performed well and according to schedule. Misfortune came to Broadway Gal; the newest of their number, early in the race. G. T. White, her owner, had labored long and strenuously in the effort to have the boat completed and ready for the races. In fact, it was only the day before that the boat had been launched and no opportunity was had for the necessary final tuning. Boats of this type are sensitive to many little peculiarities and it takes much tuning and trying before they can be counted on.

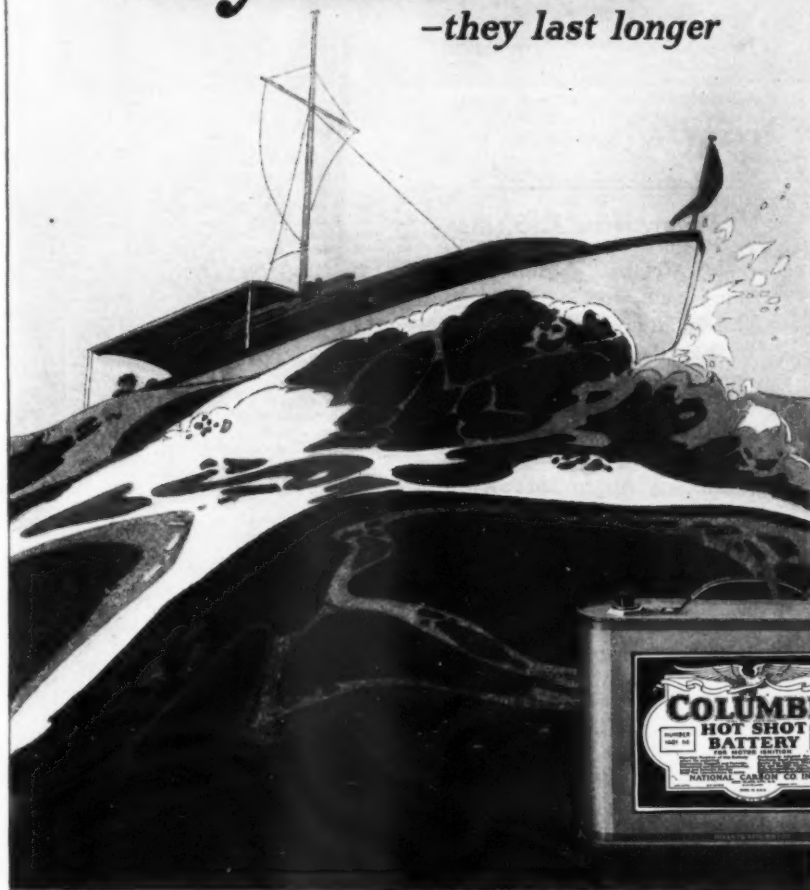
The first heat in the 151 class was won handily by Ee-Ne-Mo driven by J. C. Beard of Washington assisted by Mrs. Beard. The subsequent second and third heats the next day were won by Miss Meadowmere owned and driven by Frank Ripp.

The 340 cubic inch class on the first day was taken by William Wray driving his little boat Hottentot which carries a Frontenac motor said to turn over about 4000 per minute, while the second and third heats went to Buddha, a little boat owned by George Hazen.

In the Free-for-all class competition on the first day was less keen than on the following day's racing. This event went to Gunfire II, a good looking runabout powered with a 125 horsepower Peerless engine. In the second and third heats the Liberty powered hydroplane Starling owned by P. P. Proal ran away with both without being called on to use more than about half of its 400 horse-power.

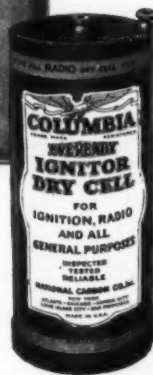
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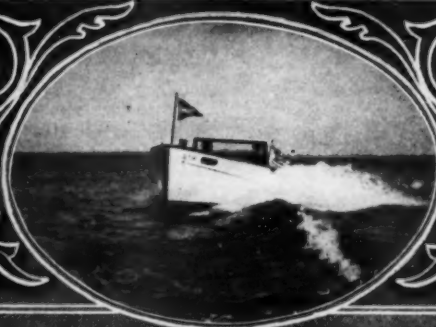
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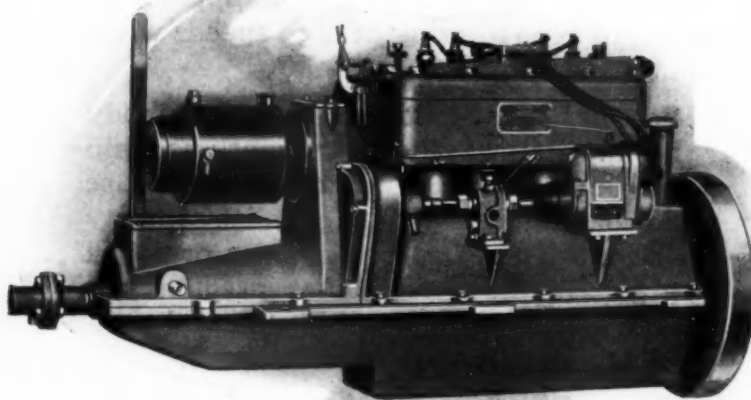
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